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August 2025
Issue 177

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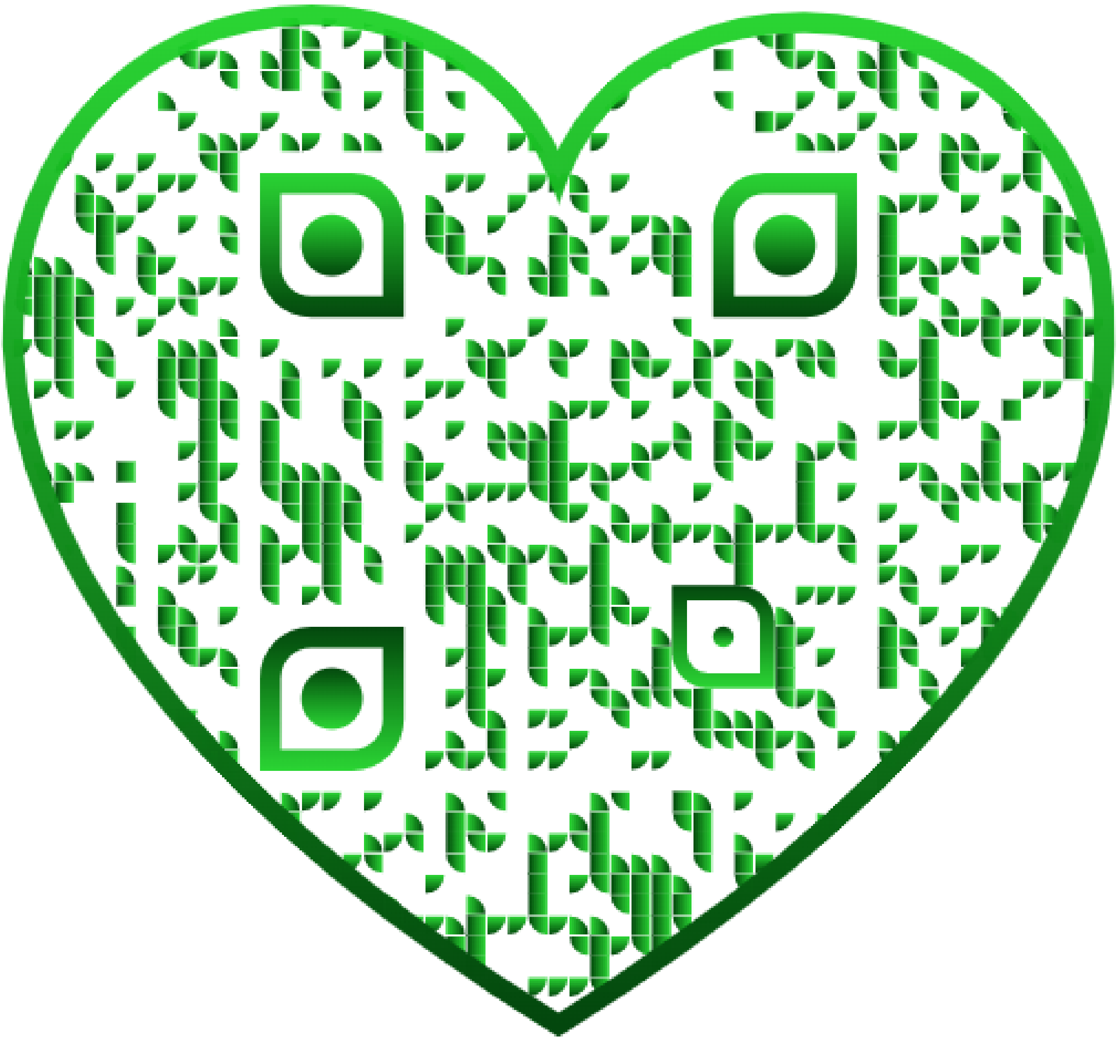
AZUR-FRROM'S 1/72 DB-7



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WELCOME TO ISSUE 177

If – like me – you've ever wondered how far the hobby has progressed even in a short time, then the current crop of Starter/Beginner Sets from various companies is a useful bellwether. Indeed, looking at recent releases such as the Airfix 1/72 Typhoon FGR.4 (the subject of this month's cover build) and comparing them to 'standard' kits from just a decade ago is illuminating. On the one hand, the parts count remains low, with robust locating pins/tabs, plus there are no fiddly items to attach. On the other, the detail and engineering really leaps to the fore – almost to the point where older offerings could be discarded in favour of what is essentially a 'beginner's kit'. Another sign of their wider – and arguably growing – appeal is the advent of detail and upgrade sets now being made available by aftermarket companies.

We're delighted to preview not just Zoukei-Mura's forthcoming 1/32 Hs 229B night-fighter but also the first new-tool 1/48 Harrier II in more than a decade, courtesy of UMa Hobby with its AV-8B Plus kit. Build-wise, we've an eclectic mix, from Azur-FRROM's new-tool 1/72 Douglas DB-7 through to the fun of Tiger Models' egg-scale Ki-84 Hayate. Fans of military modelling have an Italeri 1/35 DUKW and Academy 1/35 Sd.Kfz. 251 Ausf. C halftrack to enjoy, while those who prefer 'things with wings' can savour ICM's 1/48 Ju 88P tank-buster or Arma Hobby's delightful 1/72 Mustang Mk.III.

Looking ahead to next month, there will be builds of real space and auto subjects joining the chorus of build articles.

Hope you enjoy!

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The average sale for the period Jan-Dec 2024 was **11,754** print and digital copies monthly

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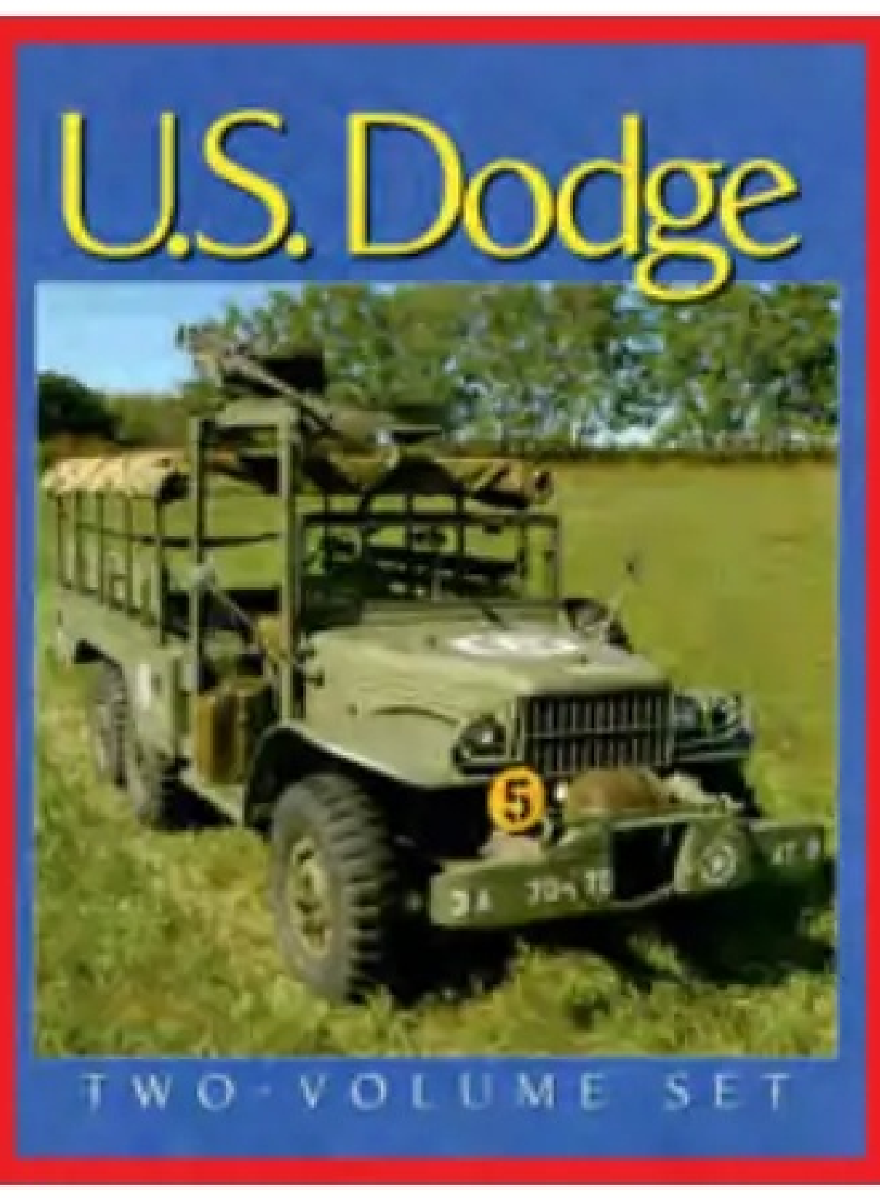
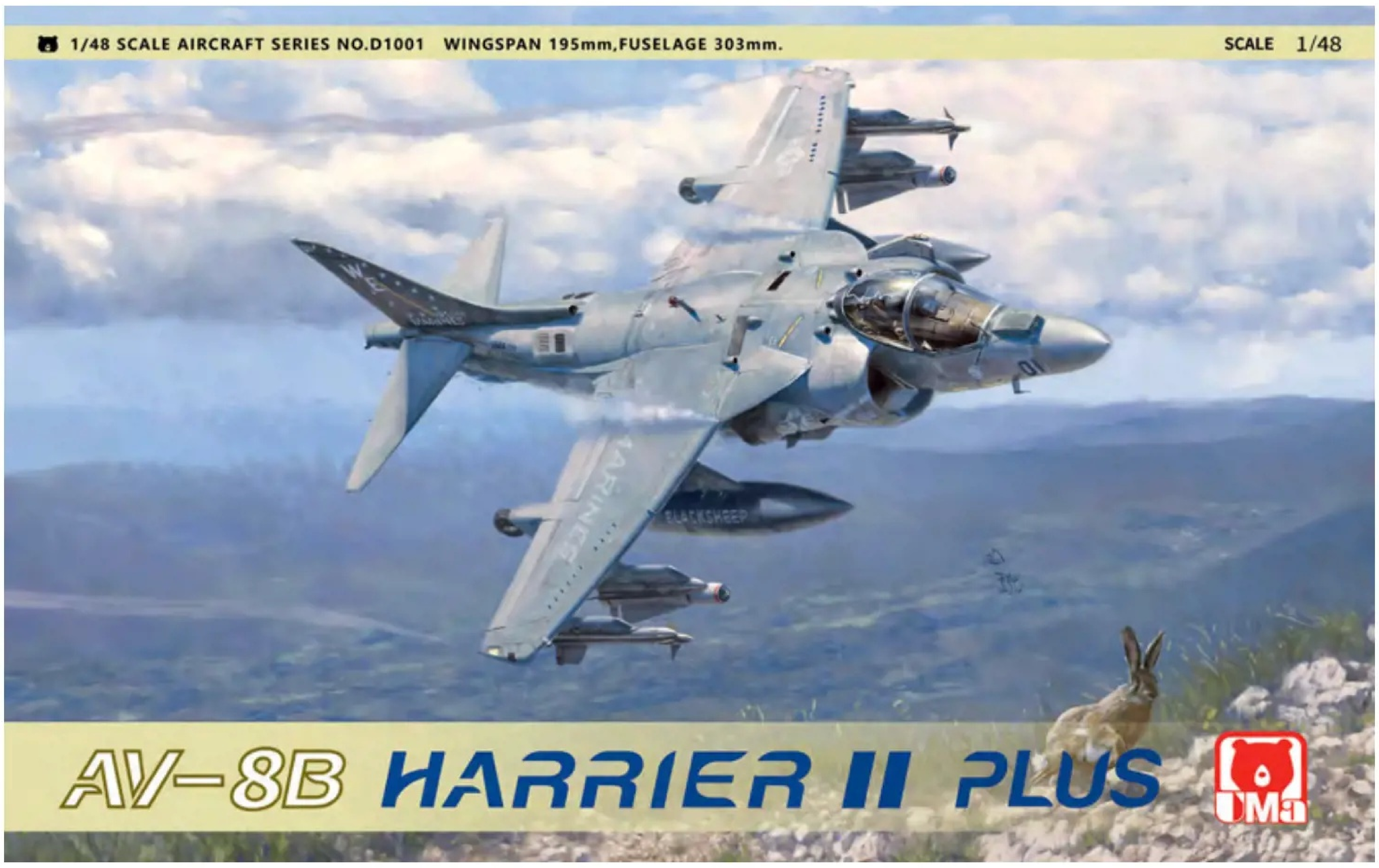
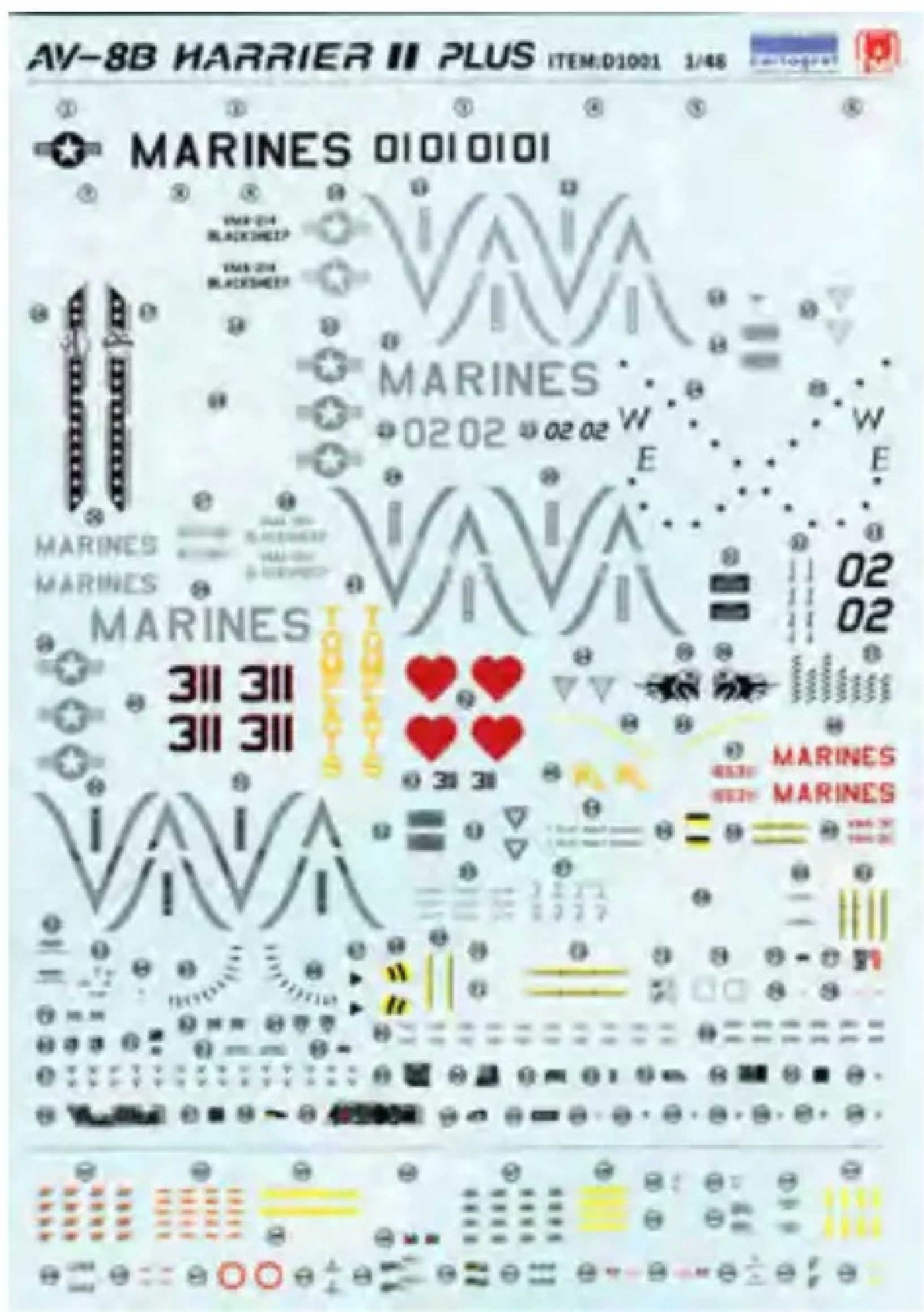
WIN

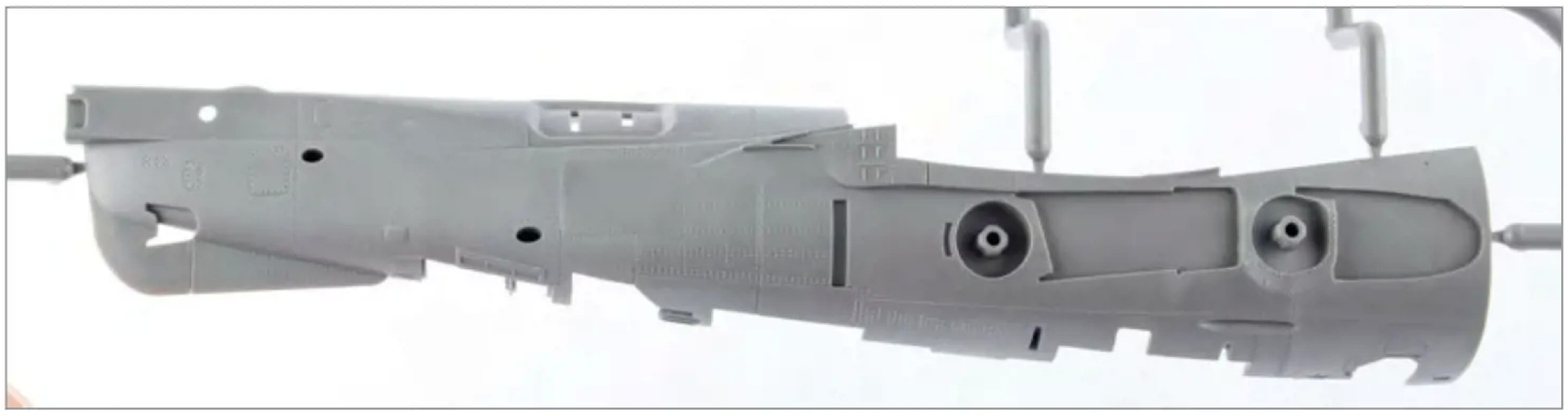
Turn to page 54 for your chance to win a copy of the stunning US Dodge trucks reference book, worth £199.99



ALL-NEW 1/48 AV-8B PLUS FROM UMA MODEL


1/48 SCALE AIRCRAFT SERIES NO.D1001 WINGSPAN 195mm,FUSELAGE 303mm.
SCALE 1/48
AV-8B HARRIER II PLUS
UMa





▲ The main fuselage halves feature excellent raised and recessed detail, with cut-outs for the AV-8B Plus' chaff/flare dispenser fairings, plus those for the nozzle fairings – the latter allows for more detail on each of these components.

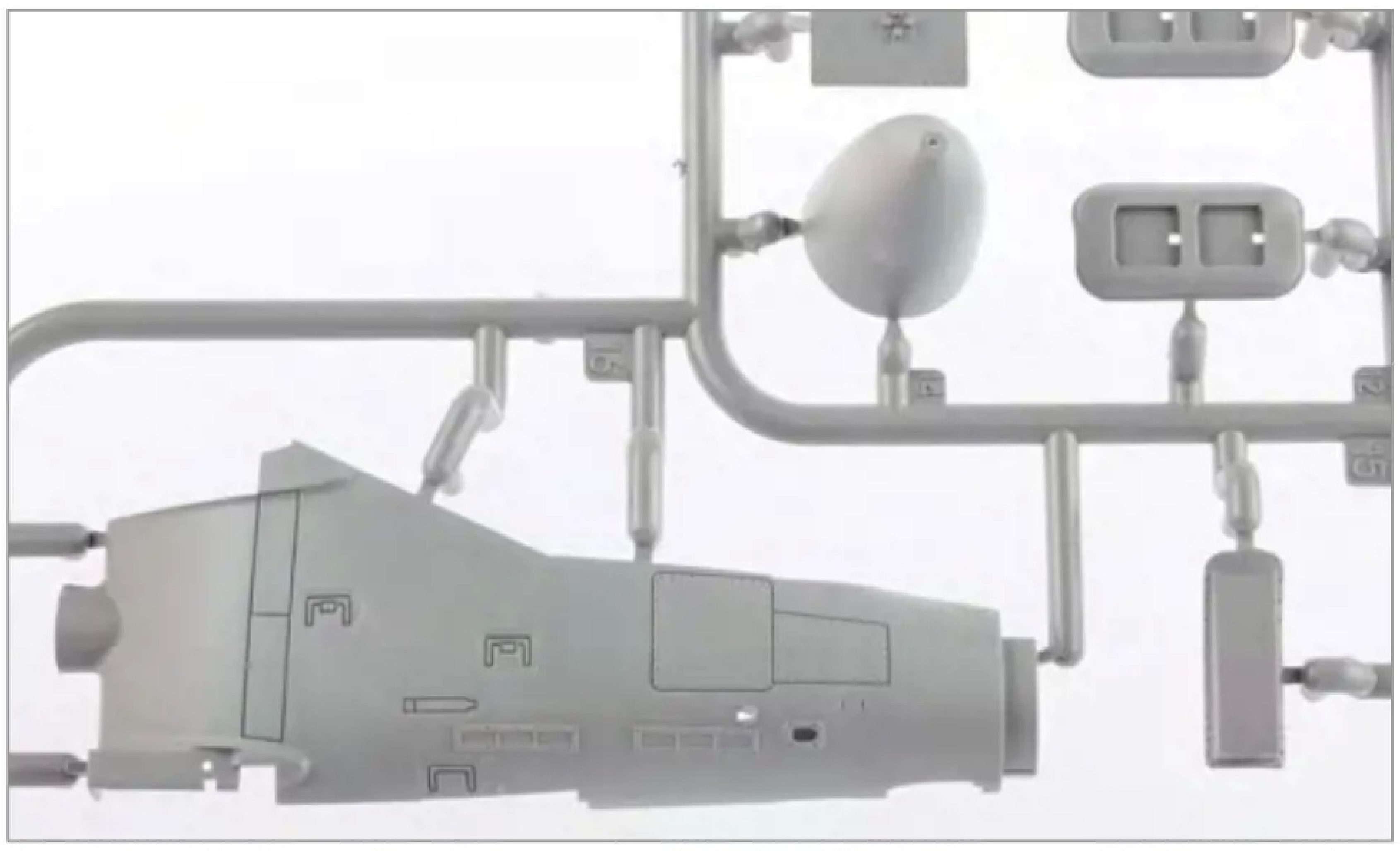
DESPITE THE type's popularity, there have been comparatively few AV-8B Harrier II toolings, so the arrival of a fresh 1/48 AV-8B Plus from Chinese newcomer UMa Model is to be welcomed.

Comparisons with the current 'best-in-scale' offering from Hasegawa are inevitable and, for the most part, UMa's fresh tooling beats it comprehensively. Surface detail is excellent throughout, with fine engraved panel lines and a mix of recessed and raised rivets as appropriate. There are 13 styrene runners in total, plus separate intake units, mainwheel and nosewheel tyres, six metal parts, 3D-printed cockpit decals, a photo-etched metal fret, plus canopy/wheel and colour scheme masks.

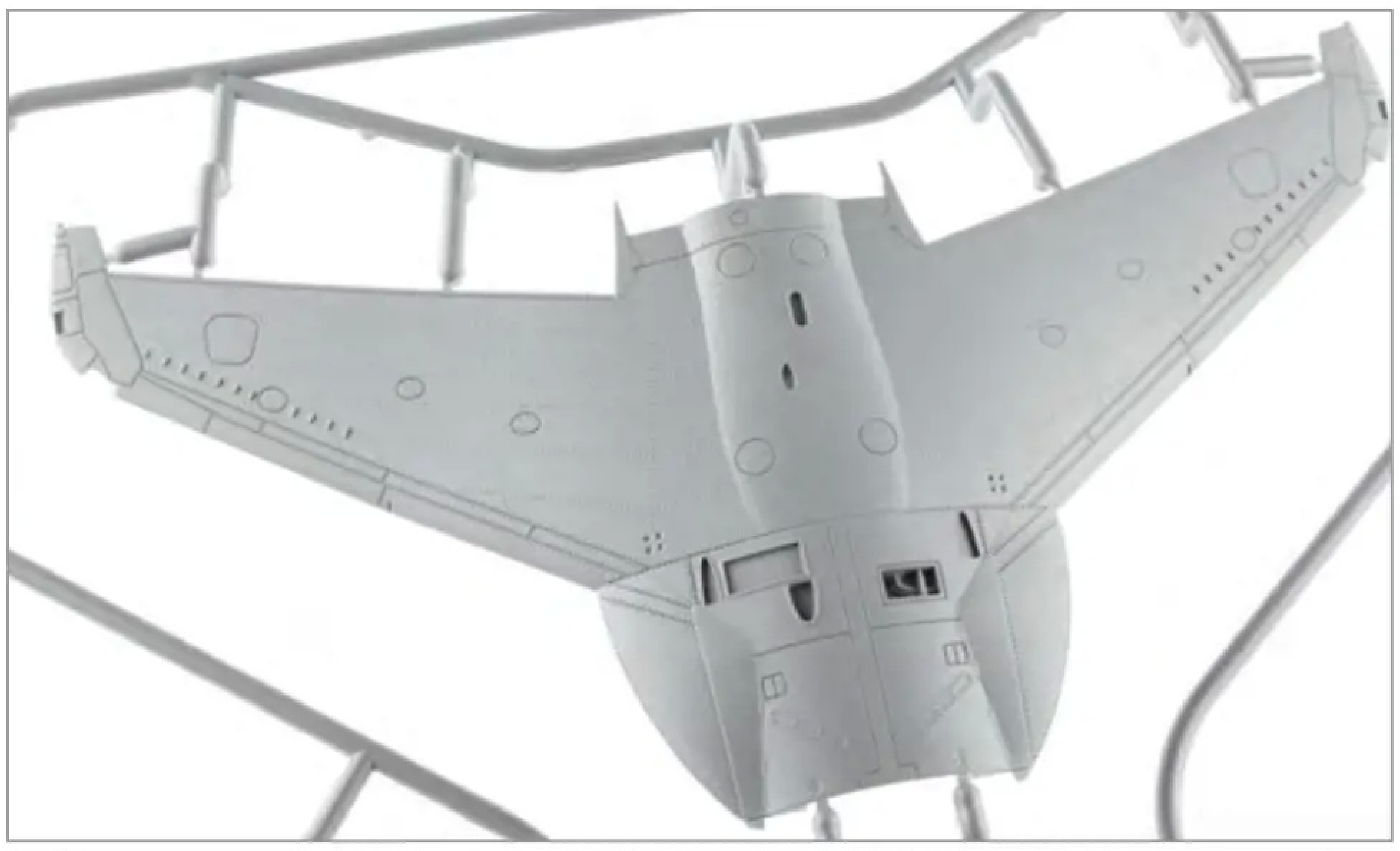
Although there's a similar approach to the parts breakdown, many of Hasegawa's foibles appear to have been avoided. However, UMa's kit has a few 'gotchas' of its own; it has attempted to balance satisfying the ever-increasing focus on detail and accuracy with ease of assembly... and this leads to compromises. While most will be easy to rectify, one appears to be difficult to remedy without new parts.

UMa's cockpit – which fits into a separate nose section – is magnificent, from the finely moulded raised features on the instrument panels and side consoles, to the optional use of 3D-printed decals. Gone are the days of a Harrier kit having just a blank-sided 'tub'; this multi-part sub-assembly has accurate oval recesses on the lower side panels, complemented by a detailed rear bulkhead.

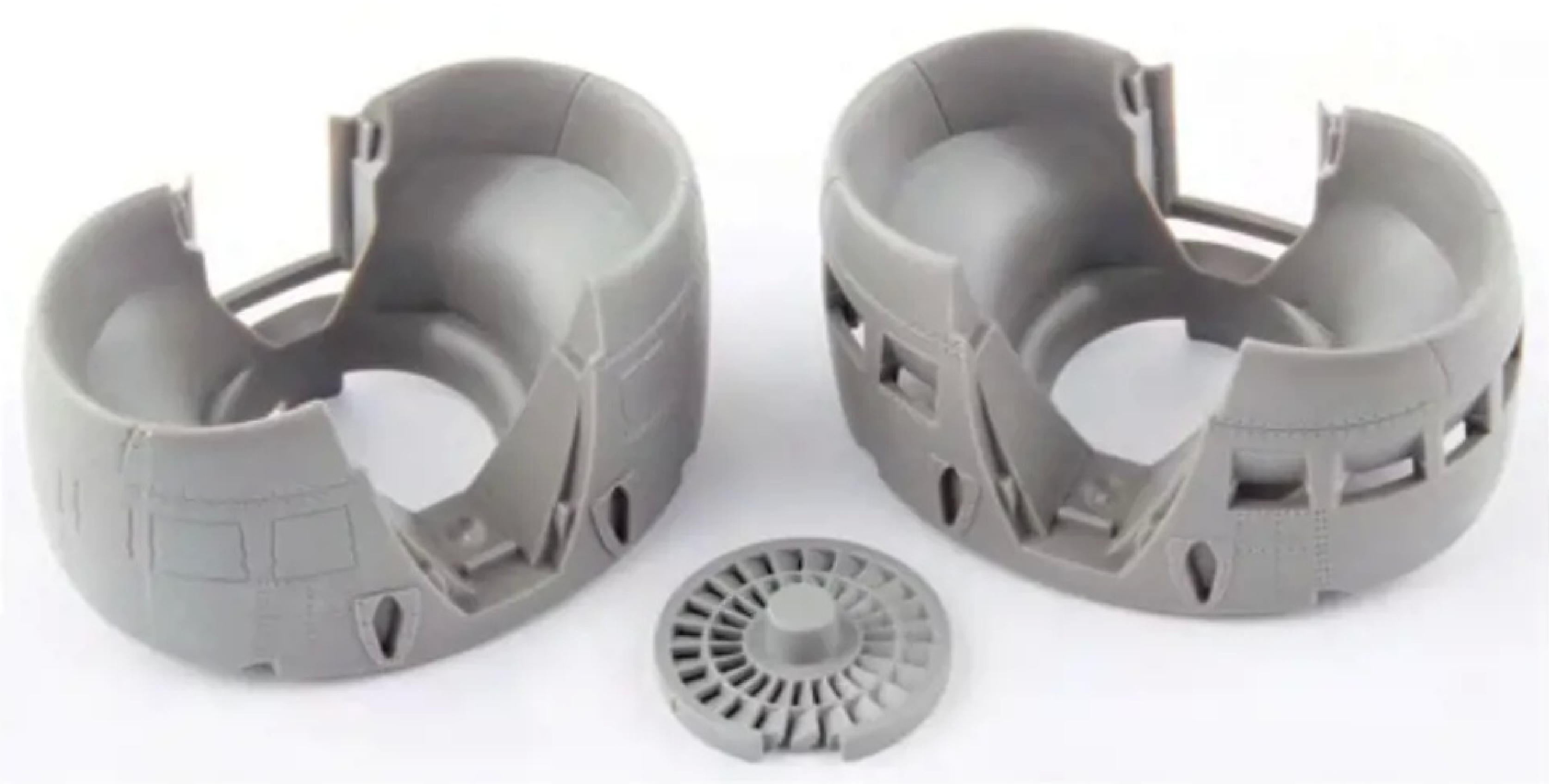
It's here that UMa's first 'gotcha' looms... the ejection seat is a six-piece ensemble, with integral seatbelts and convincing back and posterior pads. The only problem is it's a Martin-Baker Mk.12 (used in RAF airframes), and not the Stencel S-III-S SJU-4/A fitted to USMC Harriers. Other interior sub-assemblies appear to be spot-



▲ A runner is devoted to the nose section plus AV-8B Plus-specific items, and the detail here is just as impressive.



▲ A known 'gotcha' in Harrier II kits is the wing/LERX join... UMa's approach is to mould these together, eliminating this issue.



▲ In its drive for easy of assembly and simplifying the intake assembly, UMa went for a one-piece air intake unit, with a choice of open/closed blow-in doors… the only problem being the internal shape is incorrect, with the fan blades being 25% too small.

▲ This delicate canopy frame comes on its own runner and is packaged separately to prevent damage.

▲ Separate styrene tyres with tread pattern feature moulded 'flats' to represent weight effect.

on, though, from the multi-part undercarriage bays (there's even the pipe for routing the exhaust to the undernose reaction control valve) to a splendid airbrake bay.

Externally, there are multiple recesses on the fuselage allowing for the exhaust nozzle fairings and upper chaff/flare dispensers (with a choice of loaded/unloaded ALE-47 boxes). The wings are a highlight, the main structure comprising full-length halves, so there's no issue with setting the anhedral and with the integrally moulded 100% Leading Edge Root Extension it means no seam to tidy.

Ease versus accuracy

UMa has taken a bold – and unusual – approach with the air intakes, as these (minus fan blades) come as a single slide-moulded component. Two versions are provided, one with closed auxiliary 'blow-in' doors (in flight) and one with the upper doors open (aircraft on ground, no power).

However, it's also the kit's biggest problem, accuracy-wise. Compared to reference photos, there's a notable difference in the intake shape and fan blade size – this being a trade-off between what can be reproduced as a single component (easing assembly) and accuracy. Essentially, the Harrier intake should have an 'S' profile; there's a concave section, followed by a gracefully curved convex shape to the fan blades. Instead, the kit part almost immediately transitions to a convex shape, followed by a short bulged section meaning the fan is 25% too small. Unfortunately, the intake interior is white, making it a visible error.

There seems to be a growing preference among manufacturers for separate canopy framing and glazing, with UMa the latest to conform. It comes as a slide-moulded component, and there's a choice of glazing with/without an integrally moulded Miniature Detonating Cord (MDC). As an alternative, a pre-coloured 3D-printed MDC is also supplied.

Three markings schemes are supplied, with the decals printed by Cartograf:

- 165572/01/WE, VMA-214 'Blacksheep', USS *Bonhomme Richard* (LHD-6), February 2016
- 165592/02/WE, VMA-214 'Blacksheep', Iraqi Freedom, Ahmed Al Jaber, Iraq, 2003
- 165311/311/WL, VMA-311 'Tomcats', Inherent Resolve, Isa, Bahrain, Mar-Oct 2019

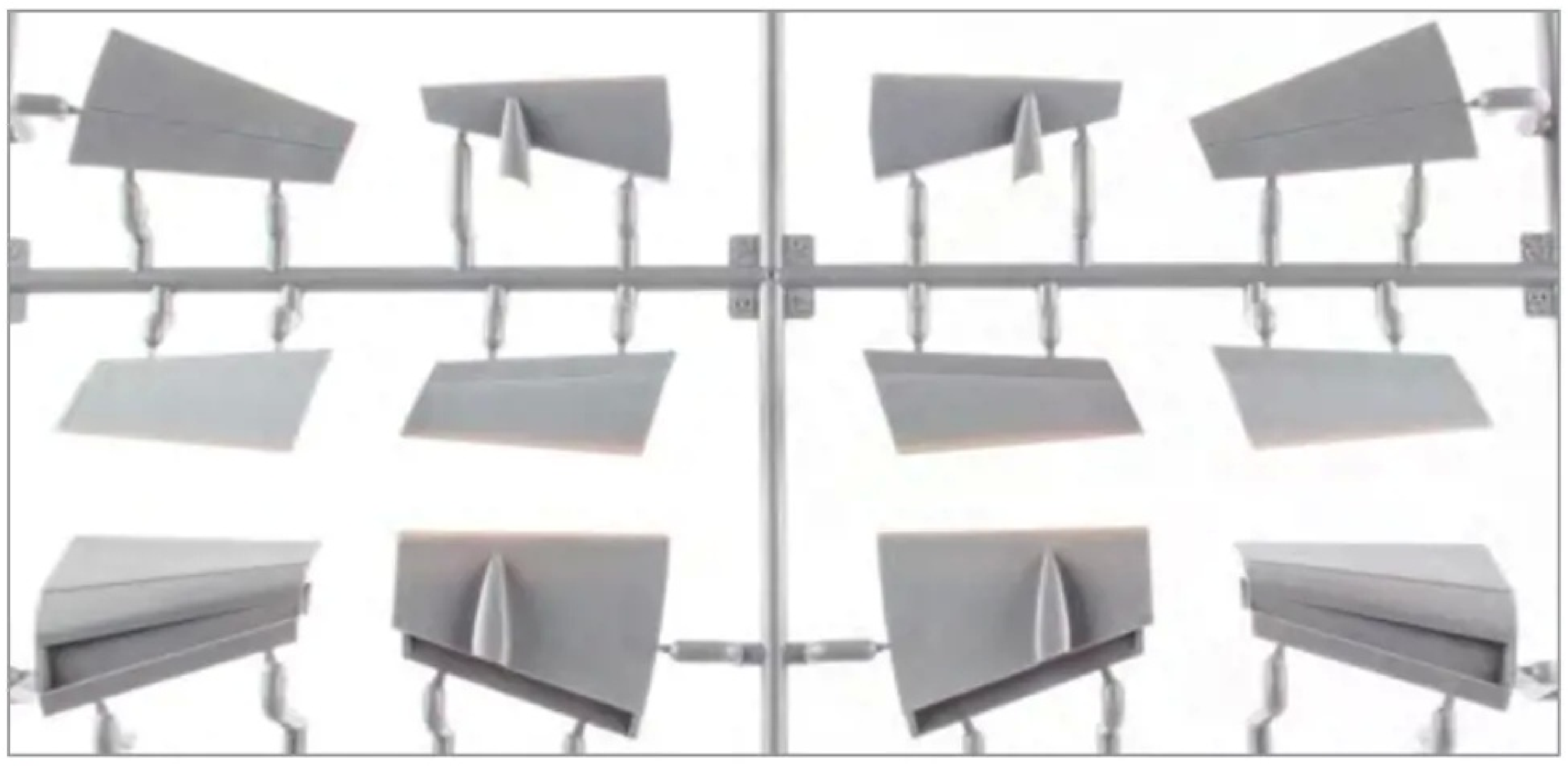
Weapons selection is another area where UMa comes up slightly short, although this is probably due to restrictions on parts count preventing a wider choice. There are pairs of AGM-65 Maverick and GBU-12 500lb laser-guided bombs plus four AIM-9L/M Sidewinder missiles (two 'live' and two training rounds), two external fuel tanks, a GAU-12 gun pod system and an AN/AAQ-28 Litening targeting pod. It's a pleasing array, allowing for mixed loads, and there's a superb double-sided jig for the AIM-9s, ensuring correct alignment of the separate front and rear fins.

UMa gives you the option of either the gun pod or a centreline pylon with Litening, but there are two aspects to note. First, there is a panel at the front of the linkage 'tray' between the ammunition and gun pods, which can be removed to allow the GAU-12 and centreline pylon to be fitted. Second, references indicate Litening was cleared for the centreline pylon in 2010… prior to that it was positioned on the intermediate pylon on the right-hand wing. This is appropriate for Scheme B, which depicts a 2003 airframe.

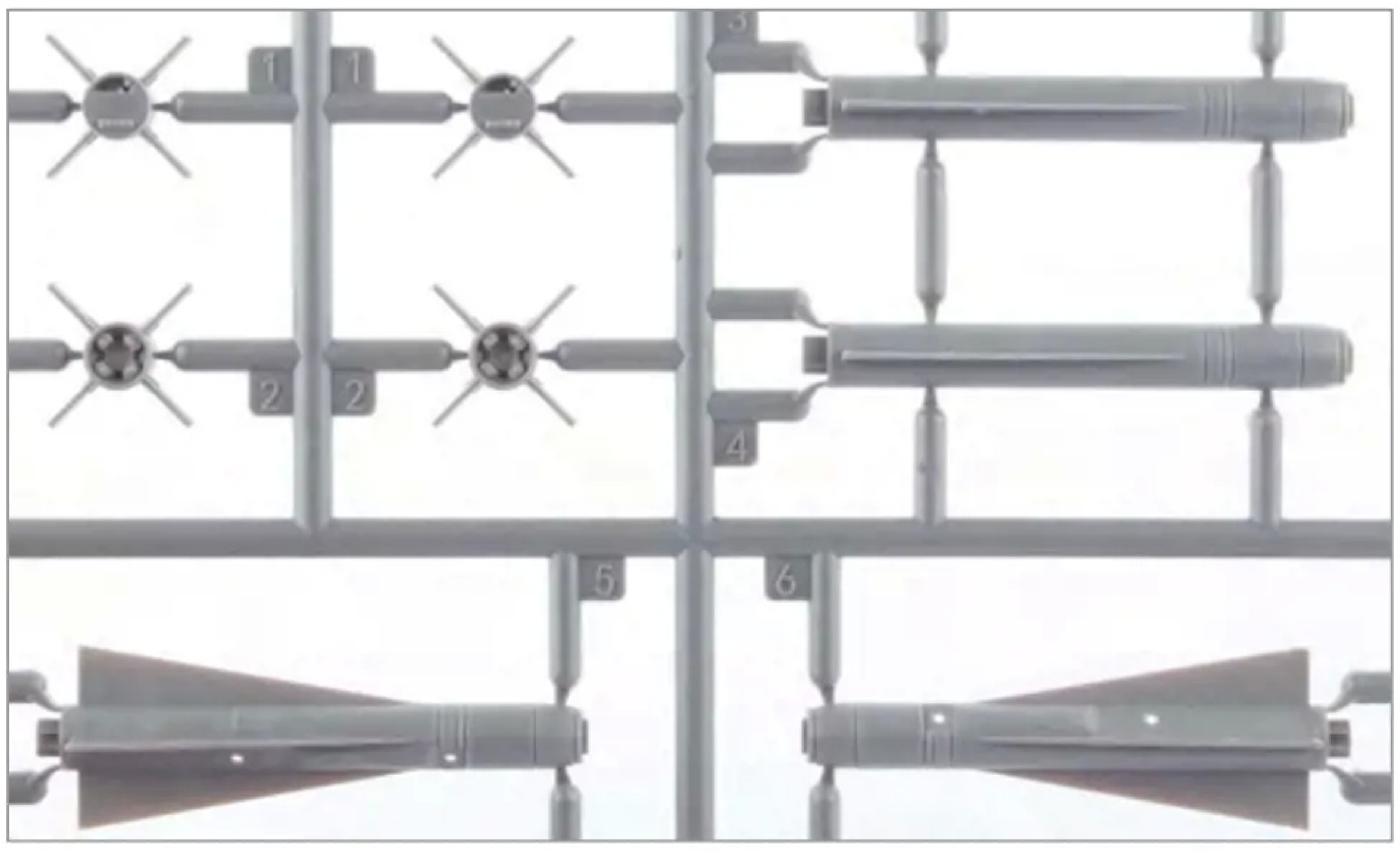
▲ A neat double-sided jig is supplied to assist with aligning the separate fins on the AIM-9 Sidewinders.

▲ A small bag provides six metal parts; four are attachment 'pegs' for the Mavericks, while the remainder provide for the radome tip and angle-of-attack sensor.

UMa Model's 1/48 AV-8B Harrier II Plus will be available in the UK from July, being distributed by Tiger Hobbies (www.tigerhobbies.co.uk) and will retail for £59.99.

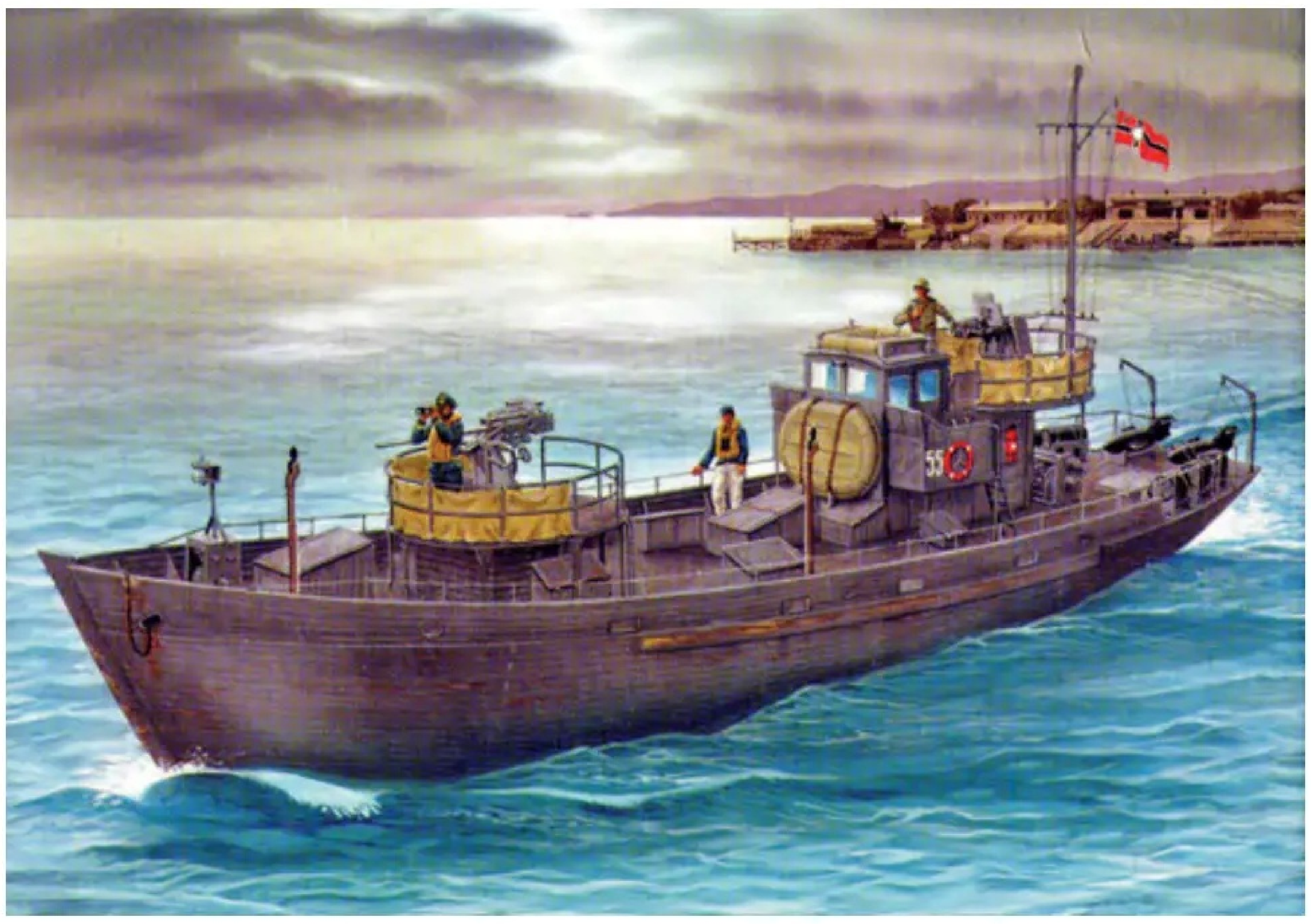


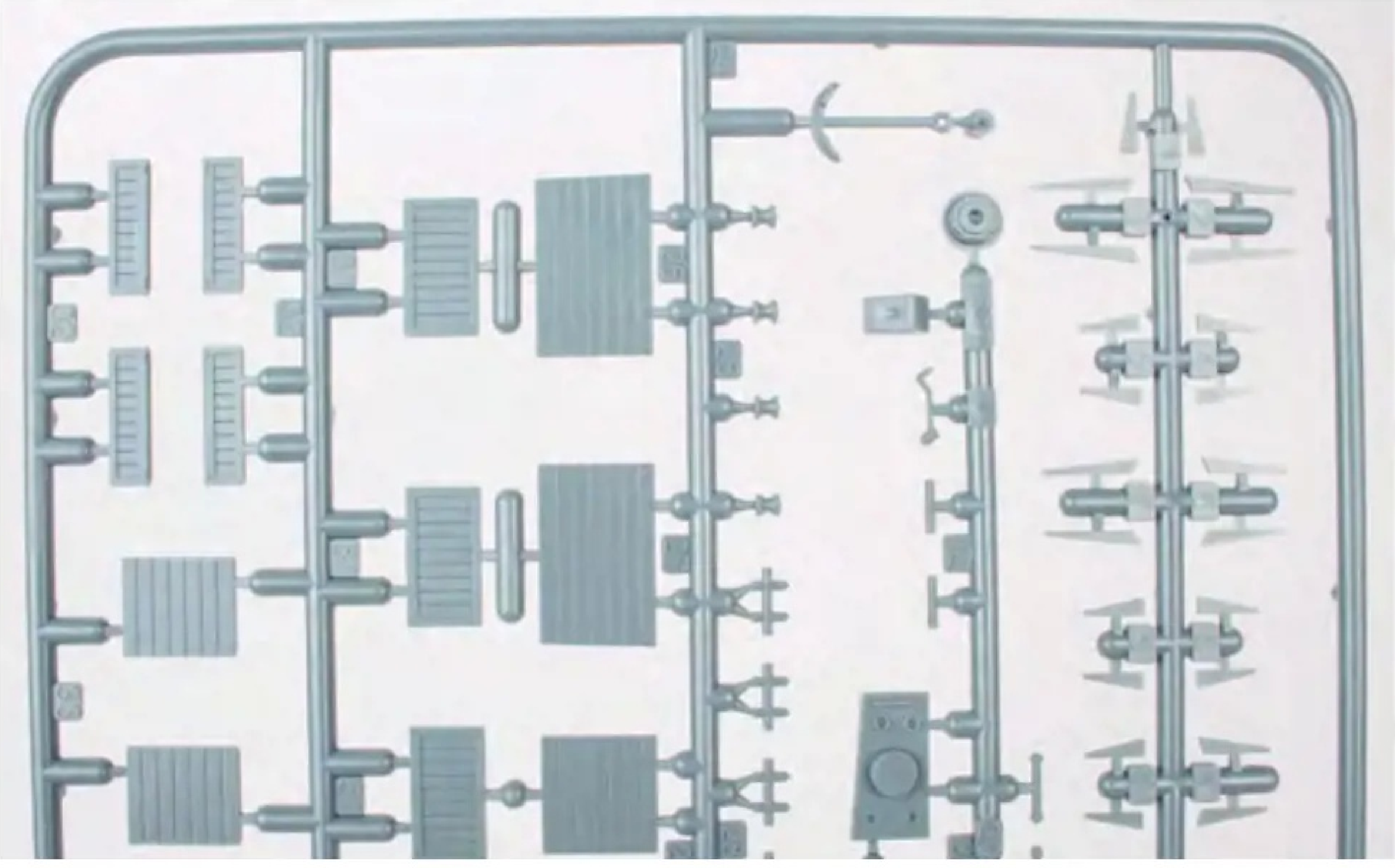
▲ UMa offers a choice between raised/lowered flaps and ailerons, but remember that parked aircraft have the former in the raised position.



▲ There's an option between 'live' AGM-65 Maverick missiles and training rounds, courtesy of alternative end sections, but be aware the latter may not have the rear fins.

NEW-TOOL 1/72 KRIEGSFISCHKUTTER FROM SPECIAL NAVY





▲ Many structural brackets (far-right) are provided for placement against the inner walls of the gunnels. The anchor is also shown here, as well as deck box parts.

SPECIAL HOBBY'S naval sub-brand has released a new 1/72 kit of the German Navy's wartime Kriegsfischkutter armed trawler. There's a host of detail provided, plus separately available aftermarket masks and depth charges.

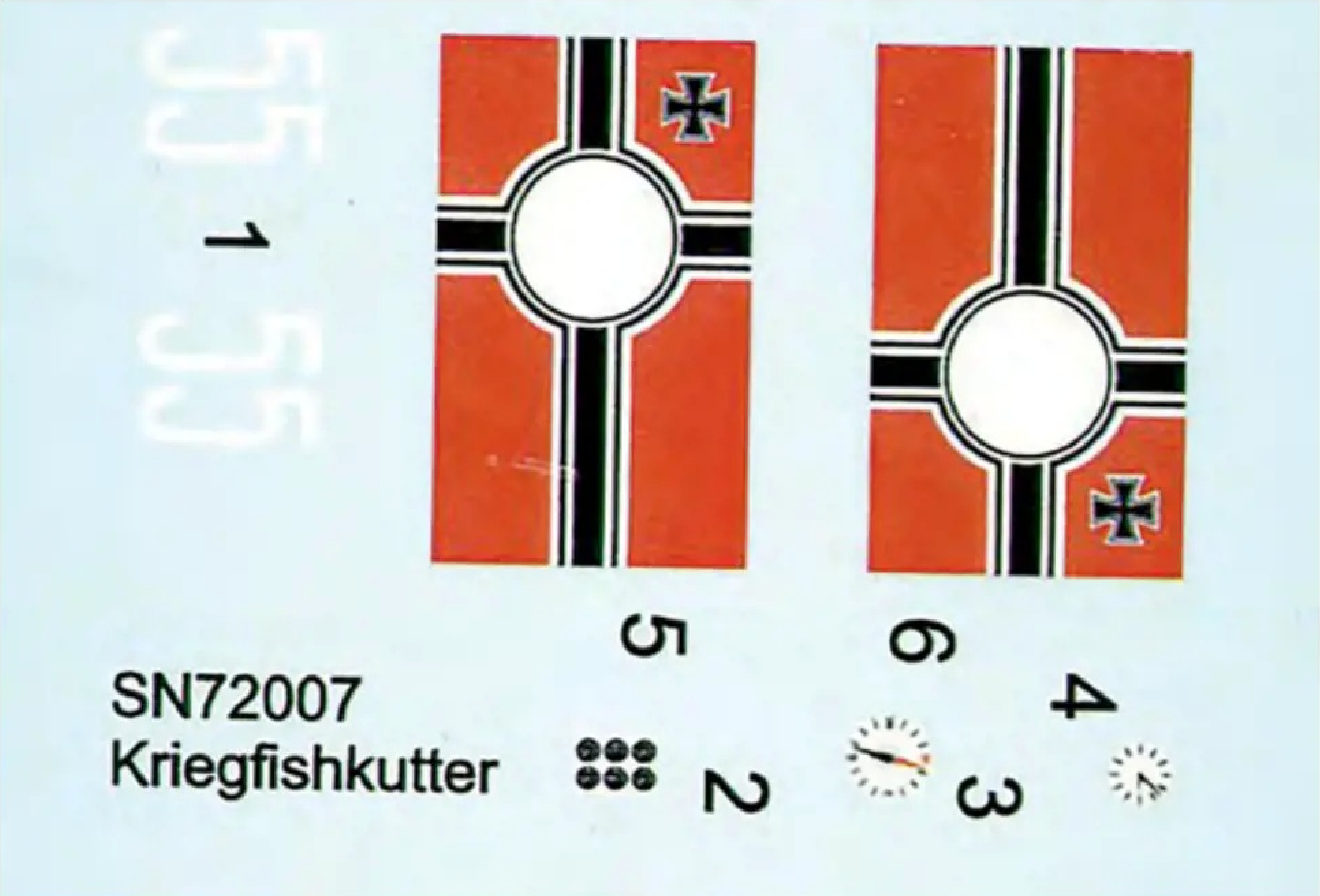
It's also the first-ever 1/72 example of the type and replicates late KFK vessels with a straight-cut stern, better suited for the deployment of depth charges. It comes via nine styrene runners (including a clear frame), plus a runner-free deck part. Sadly, this – on our sample – was curved upwards at each end, so will need clamping when assembled. There's also the laborious task of having to drill numerous 0.5mm holes in raised 'pips' along the gunnels for stanchions, which have moulded openings for fishing line to act as guardrails.

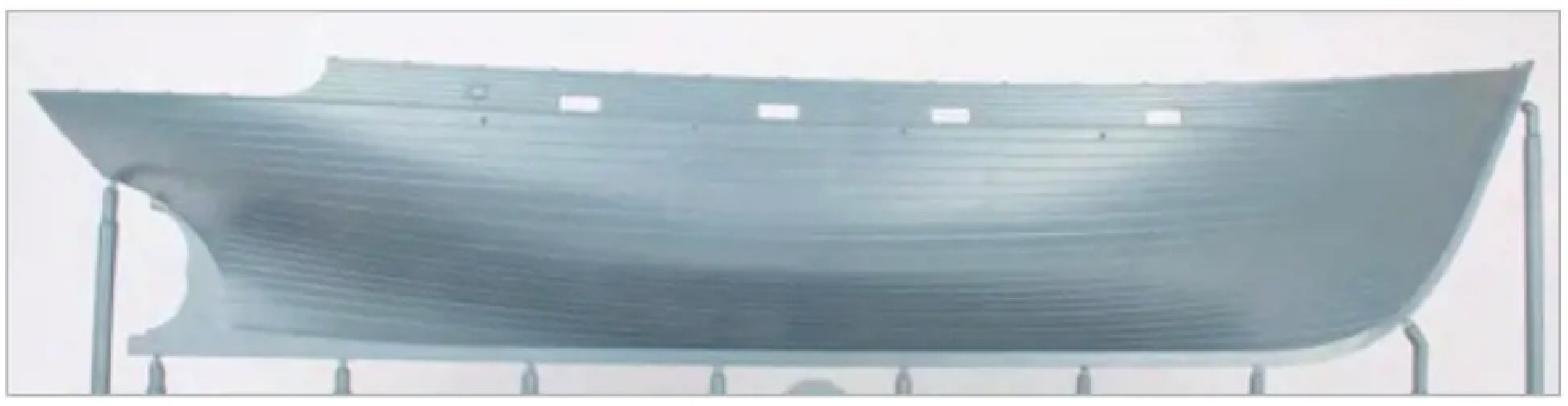
Full-hull format is provided so a display stand is supplied. Outer planking detail looks authentic and once the deck is positioned, there are many brackets to attach around the inner face of the gunnels. The deck itself is well appointed, having finely grained planks, mounting plates and raised sections for the superstructure. Early deck outfitting involves box hatches, well-appointed fore-and-aft winches and the wheelhouse. Glazing is provided and the outer walls and roof of the wheelhouse have engraved plank detail. There's also a clear light for the wheelhouse ceiling.

There are two gun platforms: one fitting to the wheelhouse rear of the wheelhouse, the other sitting on support legs on the foredeck. Both are finely engraved but, interestingly, the railings come moulded straight and have to be curved by the modeller. Multi-part ammunition boxes are provided, while other exterior details include a fire extinguisher, small ladder and a square Carley-type survival float.

For the rear deck, six four-part depth charges are provided, plus corresponding mounts; detail is reasonably good, there being finely rendered endplates on the charges themselves. On that note, Special Hobby has also issued aftermarket depth charges as item N72046. Armament-wise, the guns are relatively well detailed, the twin 20mm having separate magazines and a three-part mount-shield assembly. The 3.7cm gun sits on an armoured pedestal mount and has a crew seat, elevation wheel other fine features.

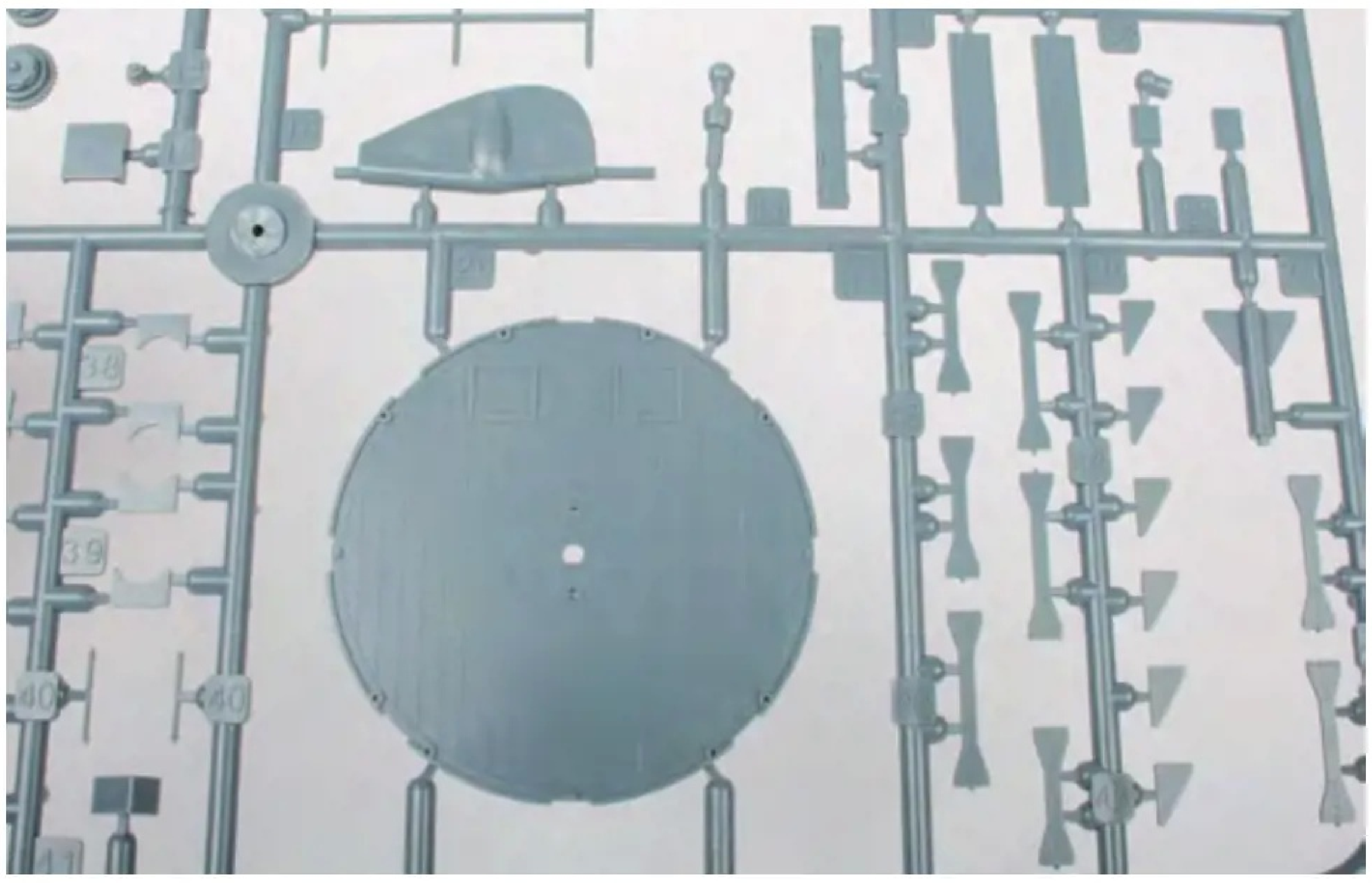
All in all, Special Navy's KFK is a pleasing kit retails for €69.80 direct from Special Hobby (www.specialhobby.eu).





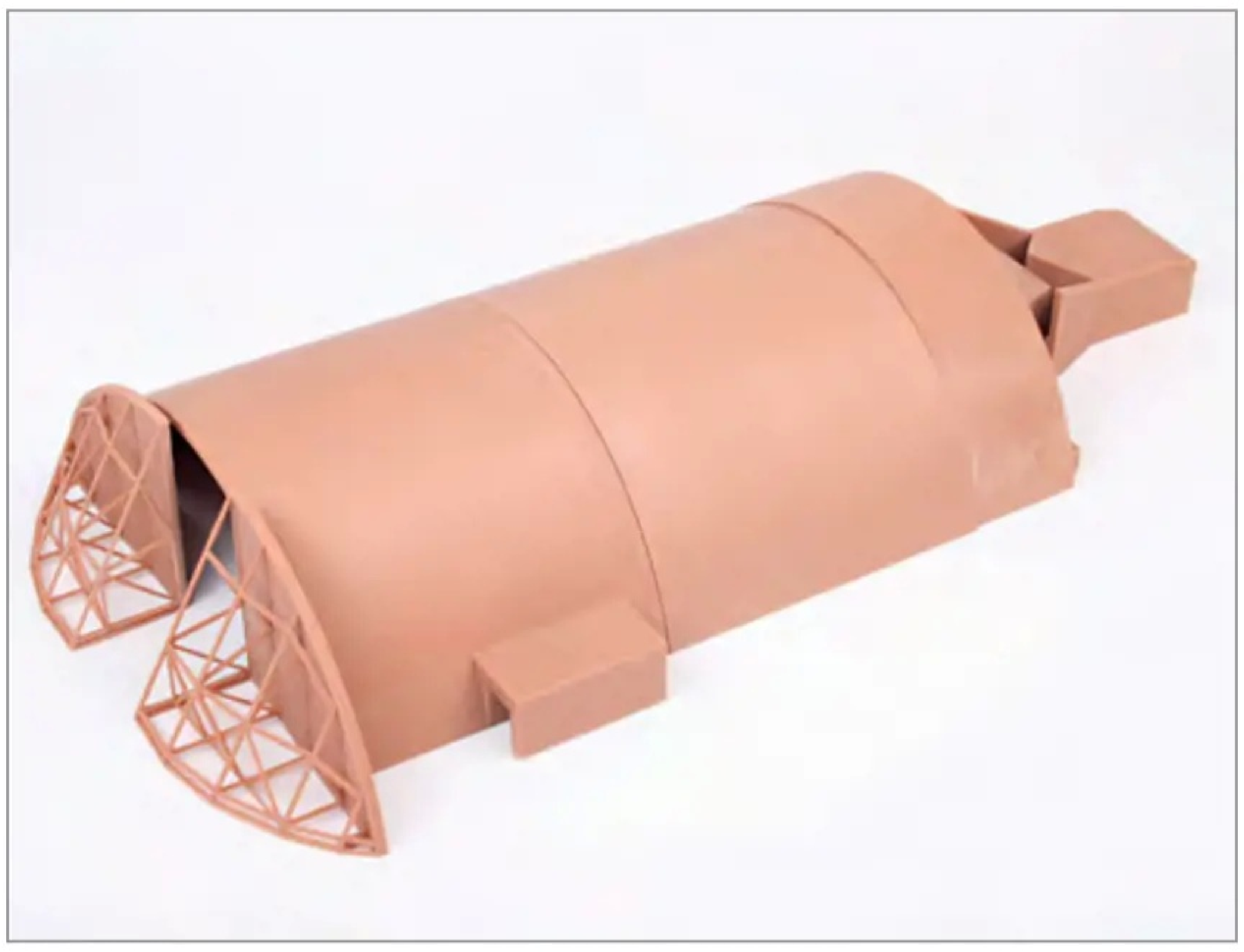
▲ Special Navy's KFK hull sides feature neatly engraved plank detail.

▲ The deck has worthy features but the part in our sample kit curved upwards at both ends, which would necessitate staged gluing and clamping.



▲ Dominating this runner is the front gun platform. Railings for both platforms are moulded straight and must be curved by the builder to follow the circular outline.

HANGAR 74'S 1/144 USAF HARDENED AIRCRAFT SHELTER



UK FIRM Hangar 74 has released a 3D-printed resin 1/144 USAF Hardened Aircraft Shelter, replicating a USAF third-generation TAB-VEE (Theater Air Base Vulnerability Evaluation Exercise) building.

Measuring 40cm long once constructed, it comprises front and middle sections, a rear part with exhaust box, and a separate generator room with 'winged' exhaust deflector. The main doors have their main framework printed in situ, but Hangar 74 also supplies lengths of styrene strip for extra support beams. Smaller items include internal exhaust doors and tubes, plus weight boxes for the door framework. Overall, the standard of printing is excellent, with just the occasional slight blemish. One pleasing aspect is that the TAB-VEE's trademark arched corrugated steel lining is replicated convincingly.

This package costs £69.95 direct from Hangar 74 (www.hangar74.co.uk), with just the doors plus front section available separately for £29.99. Alternatively, you can simply buy the doors alone for £19.99.

TAMIYA'S NEW-TOOL 1/35 HOTCHKISS H39

TAMIYA
FRENCH LIGHT TANK
H39
+Pz.Kpfw.38H 735(f)
64

MILITARY MODELLERS with a penchant for French armour have a splendid option in Tamiya's all-new 1/35 Hotchkiss H39 light tank (35389).

It exhibits the firm's usual excellent fit and pleasing detail. While there's just a ten-part main gun for the interior, the exterior has a high degree of refinement, including a convincing replication of the cast hull/turret texture, and HOTCHKISS titling on the front hull. Engine grilles are beautifully rendered, with a choice of right-hand items for a French vehicle, or that seen on a captured 'Beutepanzer' operated by the Germans. Another feature that's been produced splendidly is the trench tail, which comprises 12 parts besides the spare wheel and securing pin. Pleasingly, Tamiya also supplies real metal tow chains. There's much to savour on the turret, as it features finely moulded hoisting hooks, plus alternative cupola layouts for French and German vehicles. There are also separate side and front turret hatches, as well as the larger hatch at the rear. A pair of figures (one each German and French) can be posed in the hatch, and the detail is top notch for styrene items.

Tamiya's efforts with the running gear are creditable. Link-and-length tracks are employed here, with single links to form curves around the drive sprockets and idlers.

So, Tamiya does it again with what should be an easy-building kit... which features impressive detail that's good enough for modellers who don't like fussing with photo-etched brass. The kit costs £29.99 and is available via Tamiya's UK importer, The Hobby Company (www.hobbyco.net)

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LEVEL 5
NEW PARTS
03768 Hawker Sea Hurricane Mk.IIC, 1:32
LEVEL 5
BATTLE OF BRITAIN SET
03766 Battle of Britain 85th Anniversary Set, 1:72
LEVEL 4
03774 Messerschmitt P.1099A - P-Series, 1:72
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03772 Boeing™ 737-800™ "Turkish Airlines", 1:144
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03773 Airbus A350-900 "Turkish Airlines", 1:144
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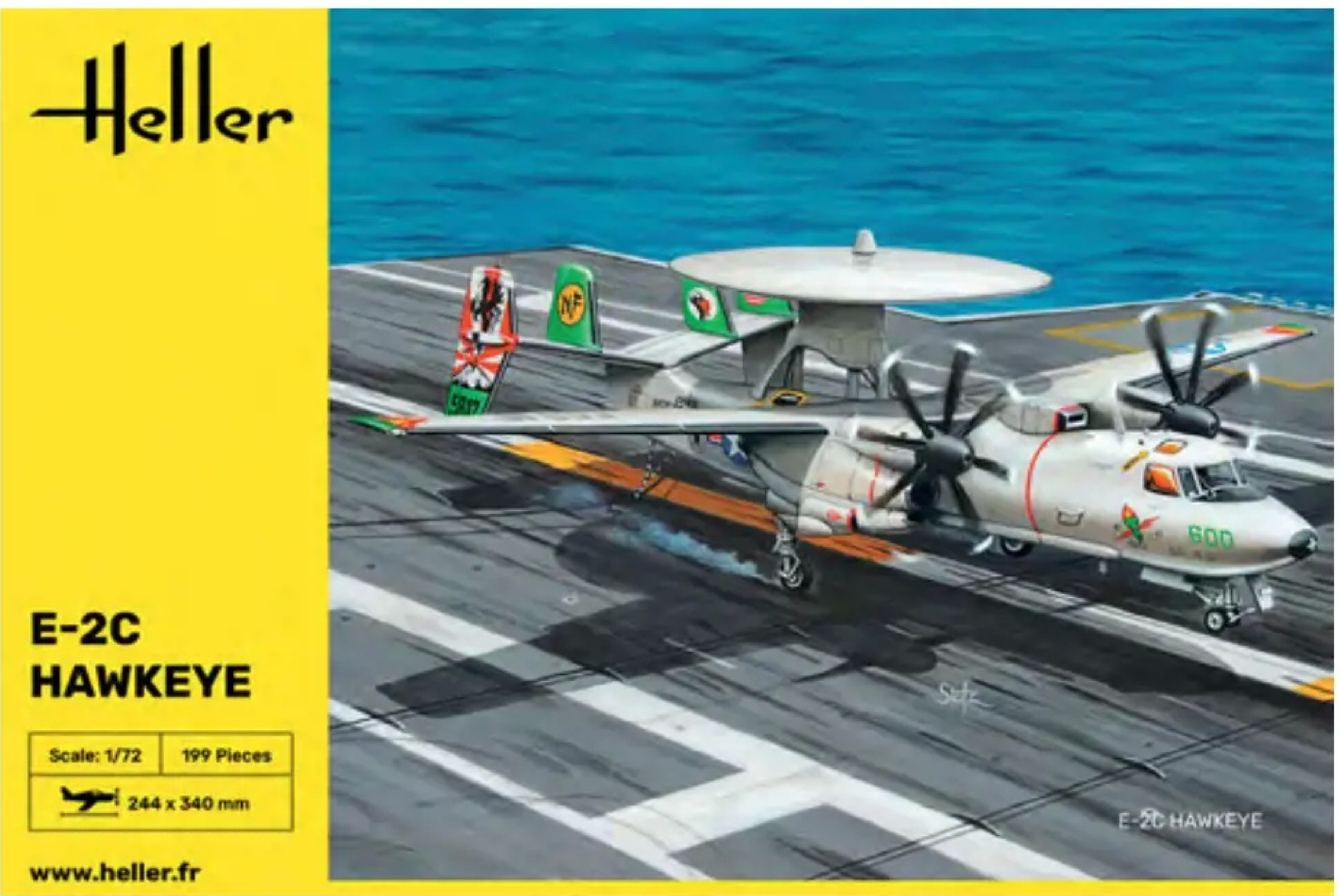
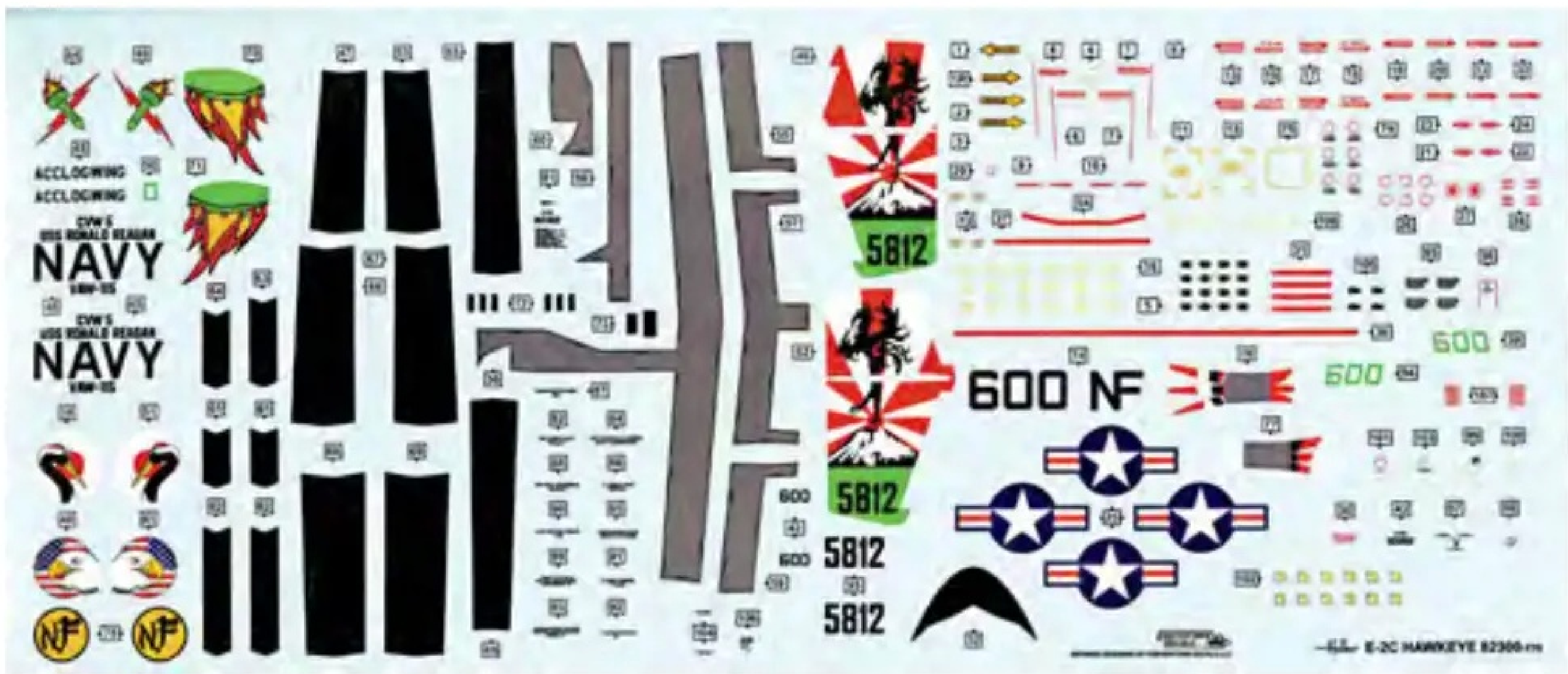
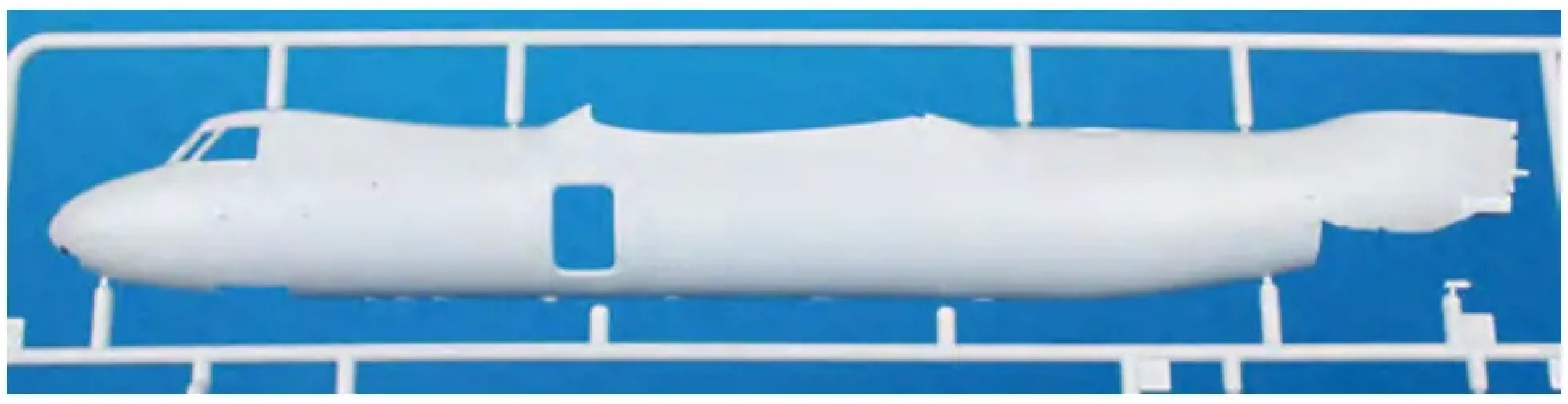
ALL-NEW 1/72 E-2C HAWKEYE FROM HELLER





Heller may not have released many new-tool aircraft kits in recent years (the last being in 2010), yet most modellers will consider its 1/72 E-2C Hawkeye to be absolutely brilliant.

While Hasegawa's has been regarded as 'king of the Hawkeyes' since its debut in 2008, this fresh offering by Heller arguably supplants the older kit. There are six styrene runners and these are packed with well-moulded parts; surface detail is rendered as fine engraved lines plus rivets, and the breakdown augers well for future releases. Dimensions-wise, Heller has absolutely nailed it, and immediately apparent is the provision of separate outer wings, allowing for folded or extended mainplanes – a first for this scale. For the latter choice, there are insert plugs with spar sections that match corresponding slots within the wing halves. Other options include raised/lowered flaps and slats, plus an open/closed crew hatch. Modellers can build either a baseline E-2C (with four-bladed propellers and smooth undersides) or an E-2C Hawkeye 2000 (eight-bladed propellers and underside fairing for the USG-3B Co-operative Engagement Capability antenna), although just markings for the latter are included. Notably, instead of either a one- or two-piece clear styrene cockpit/canopy 'cap', Heller has opted to mould the solid sections with the fuselage halves, into which the windows are added separately.

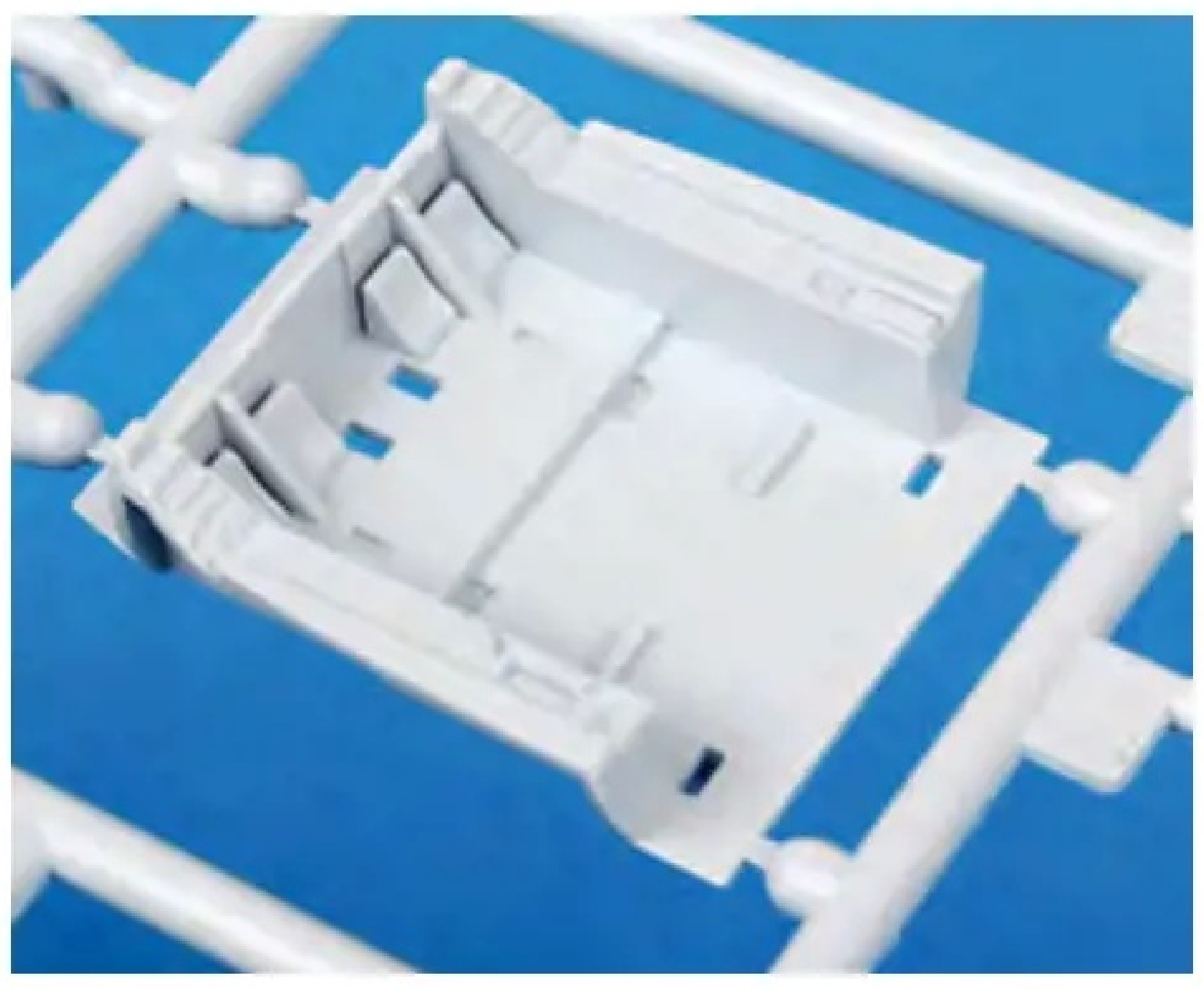


▲ External detail is rendered crisply, with engraved panel lines and rivets – note how the cockpit window framework is moulded integrally with the fuselage half.

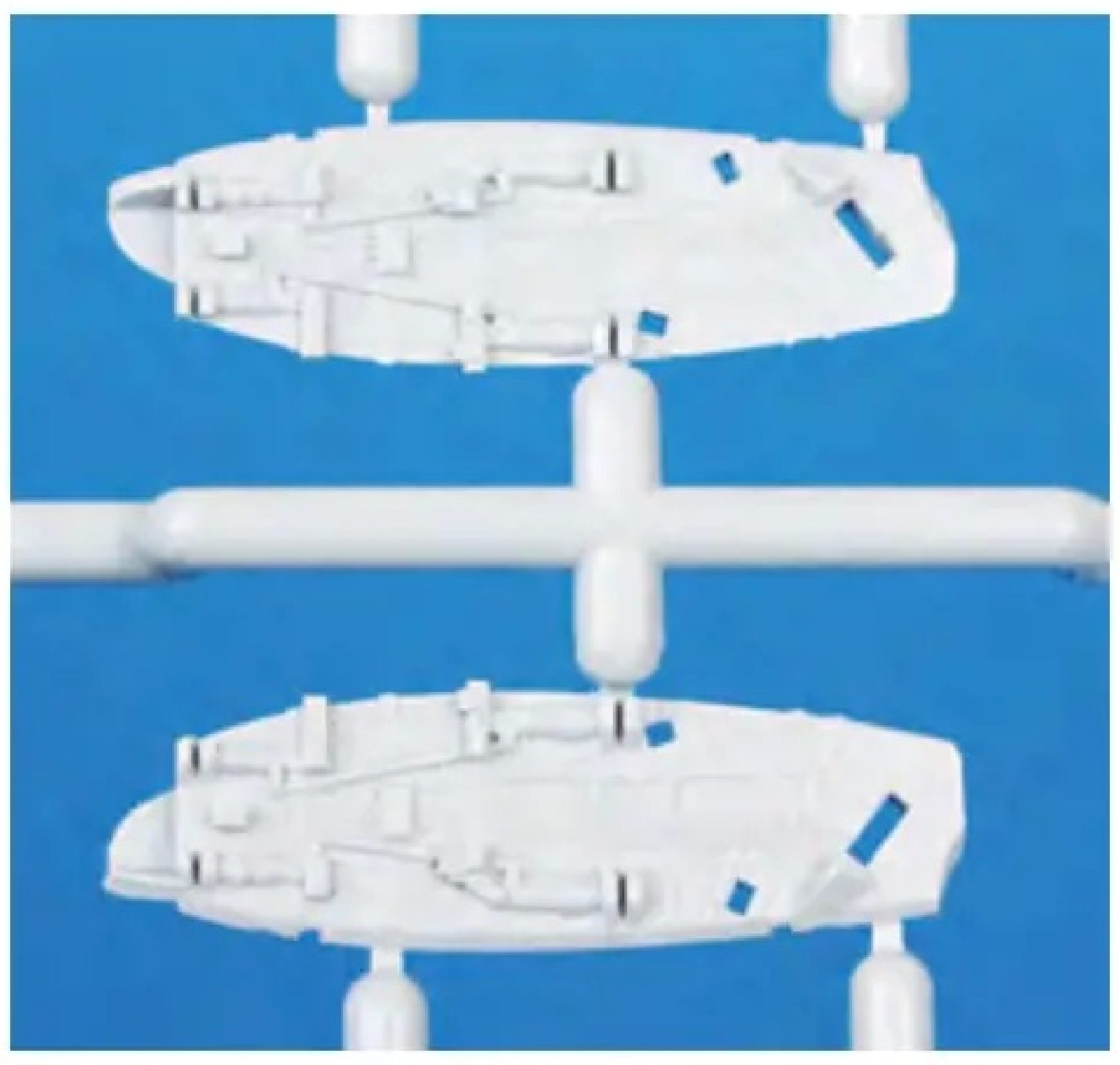
What's not to like? Static wicks are moulded on the control surfaces, there's a splendid wing-fold mechanism, the cockpit and undercarriage are highly detailed, while the engine nacelles benefit from air intake trunking. It's highly pleasing to see how much attention Heller has given to the airframe's nuances too, with optional dropped flaps and ailerons, plus a separate emergency rescue hatch.

If the kit does have a downside, it's possibly the undercarriage, but not due to any failing in detail; it's just that it must be attached early during construction. Each mainwheel leg comes as a six-part ensemble, featuring oleo scissors and retraction arms, while the nosewheel has just two components. Heller offers two sets of wheels for each undercarriage leg, these depicting weighted and unweighted tyres.

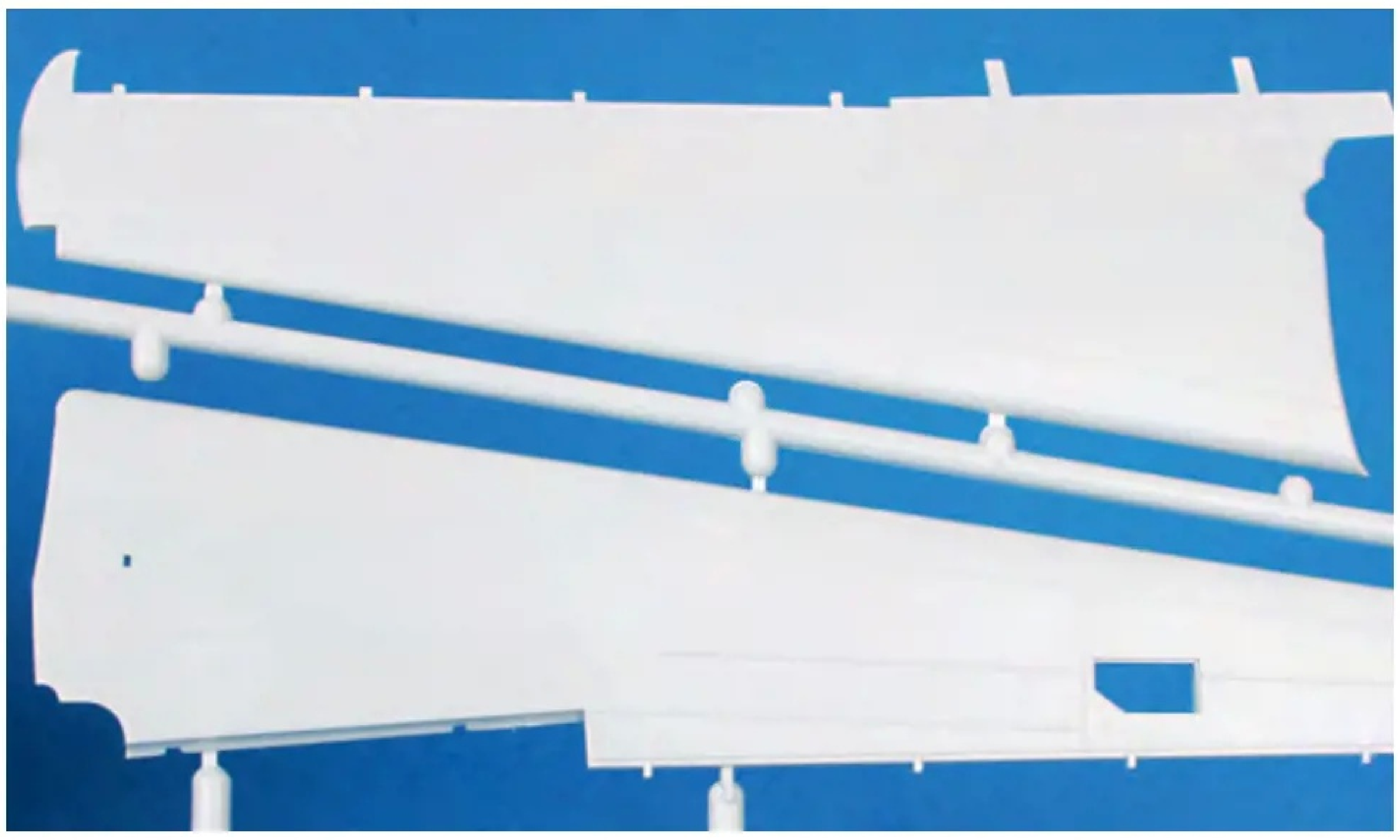
Heller has joined with Fightertown Decals for the markings, which depict the US Navy 2017 VAW-115 'Liberty Bells' Carrier Air Group scheme, marking the squadron's departure from Atsugi, Japan. If this is the new standard of aircraft kits from Heller, then you're in for a treat; its 1/72 E-2C Hawkeye is €49.99 from https://heller.fr.



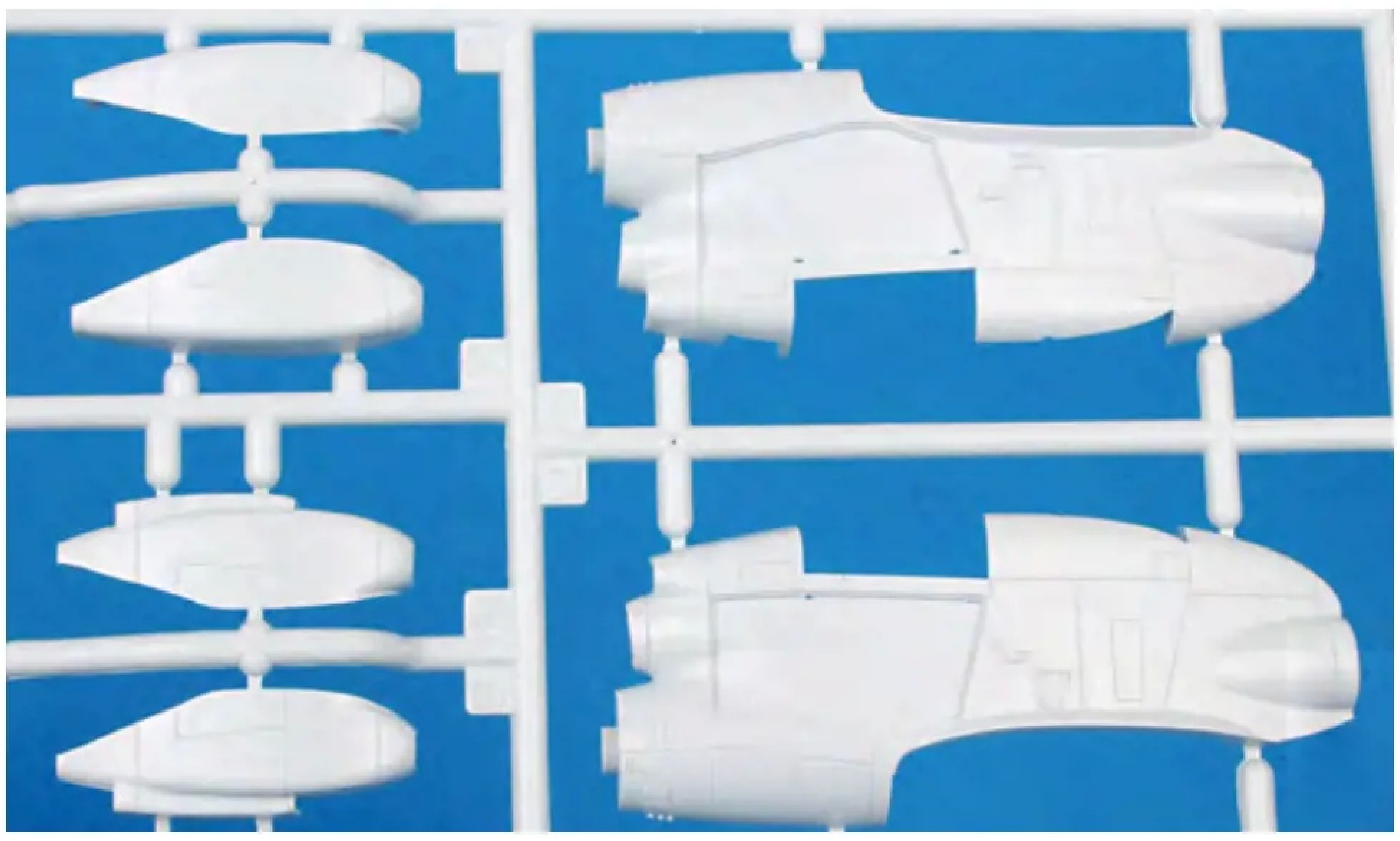
▲ Heller has opted for moulded detail on the cockpit side consoles and instrument panel.



▲ Provision for extended/folding wings includes different inserts, with detailed liners for the latter option.

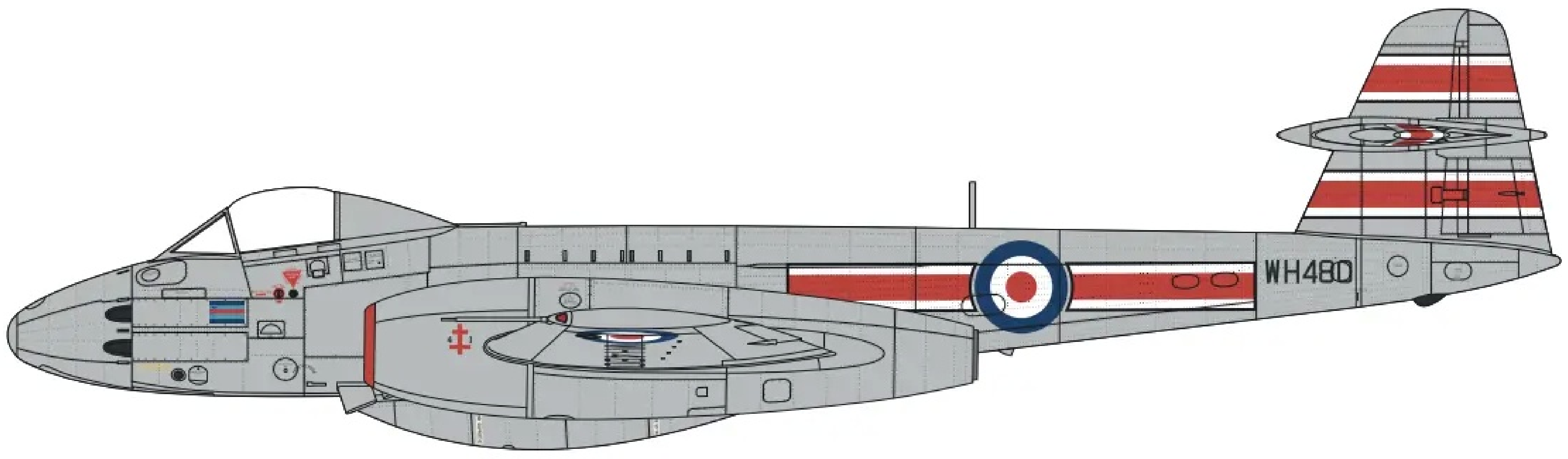


▲ Similarly, the wings are well designed, from the separate ailerons and flaps, to the wing-folding latch mechanism also provided.



▲ There are alternative styles of dorsal radiator housing for an E-2C (upper left) and E-2D (lower left), plus insert panels for the engine nacelles.

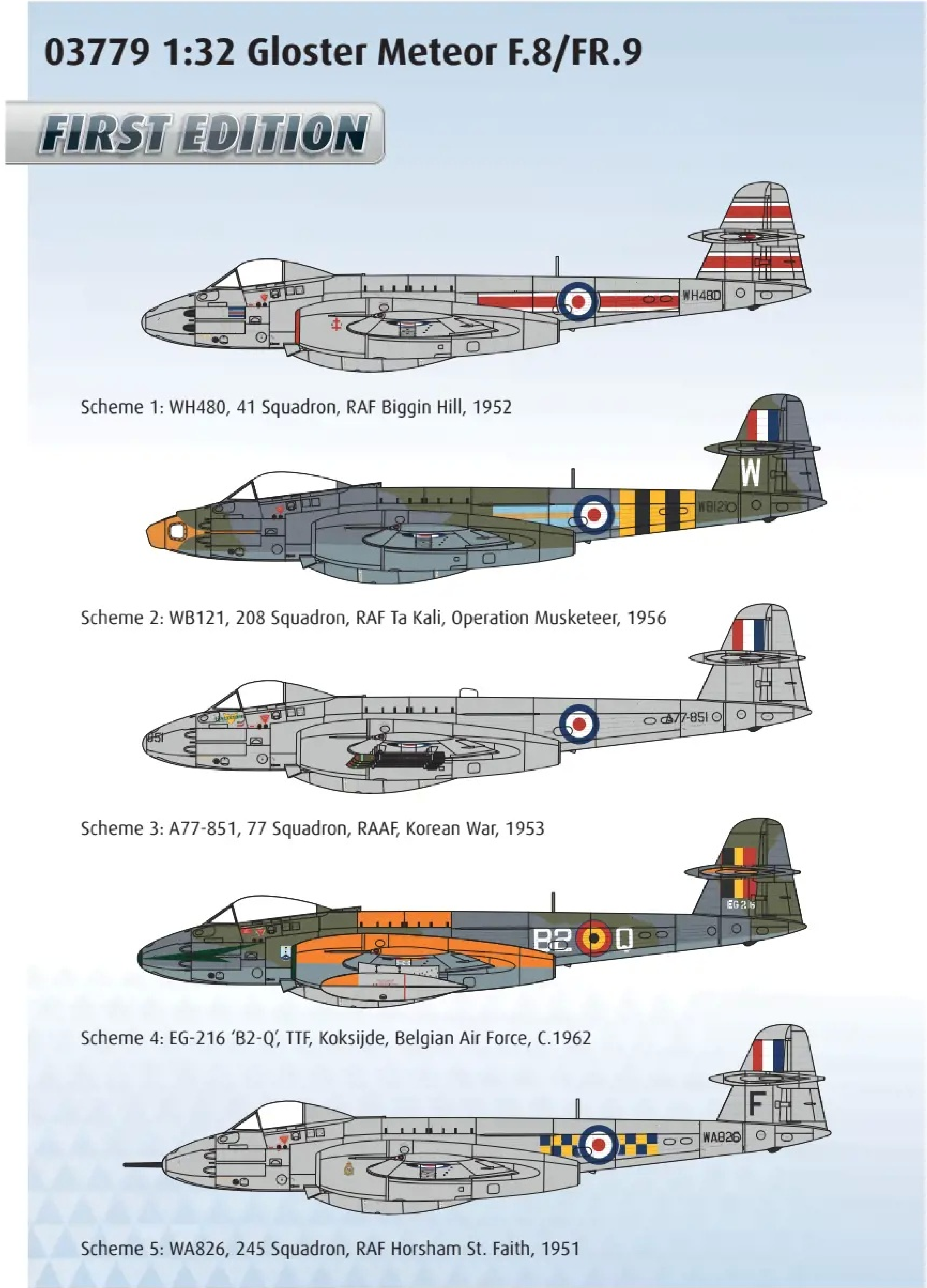
UPDATE ON REVELL'S NEW-TOOL 1/32 METEOR



REVELL HAS released updated product information for its forthcoming – and eagerly awaited – new-tool 1/32 Meteor F.8/FR.9.

Contents for the initial boxing, which will come with a series of bonus items and is limited to just 3,000 units, have been announced, along with confirmation of its release in November 2025. Revell's 1/32 Gloster Meteor F.8/FR.9 – First Edition (03779) will retail for £109.99 and, in addition to the kit, this bumper package includes a pre-coloured photo-etched (PE) metal fret, a canopy mask set (both interior and exterior) and a copy of Duke Hawkins' superb softback reference book on the type.

Modellers will be able to build either fighter or a fighter-reconnaissance variant, and there are five colour schemes included on the Cartograf-printed decal sheet, with markings for Australian, British and Belgian machines, including a refuelling trials machine. Revell's PE fret will supply items such as the instrument panel and a seat harness, although there's an alternative styrene seat for those who prefer that option. If that wasn't enough, there's also an A3-size reproduction 1950s-era Gloster poster for the Meteor.


03779 1:32 Gloster Meteor F.8/FR.9
FIRST EDITION
Scheme 1: WH480, 41 Squadron, RAF Biggin Hill, 1952
Scheme 2: WB121, 208 Squadron, RAF Ta Kali, Operation Musketeer, 1956
Scheme 3: A77-851, 77 Squadron, RAAF, Korean War, 1953
Scheme 4: EG-216 'B2-Q', TTF, Koksijde, Belgian Air Force, C.1962
Scheme 5: WA826, 245 Squadron, RAF Horsham St. Faith, 1951

Duke Hawkins
Gloster
Meteor F.8

WESTLAND 'FUN BUS' CORRECTION

There was a mistake in last month's issue regarding Airfix's new-tool Westland Wessex HC.2 build. The correct item number and price are A04068 and £24.99 respectively. Our apologies to Airfix and readers for this error.

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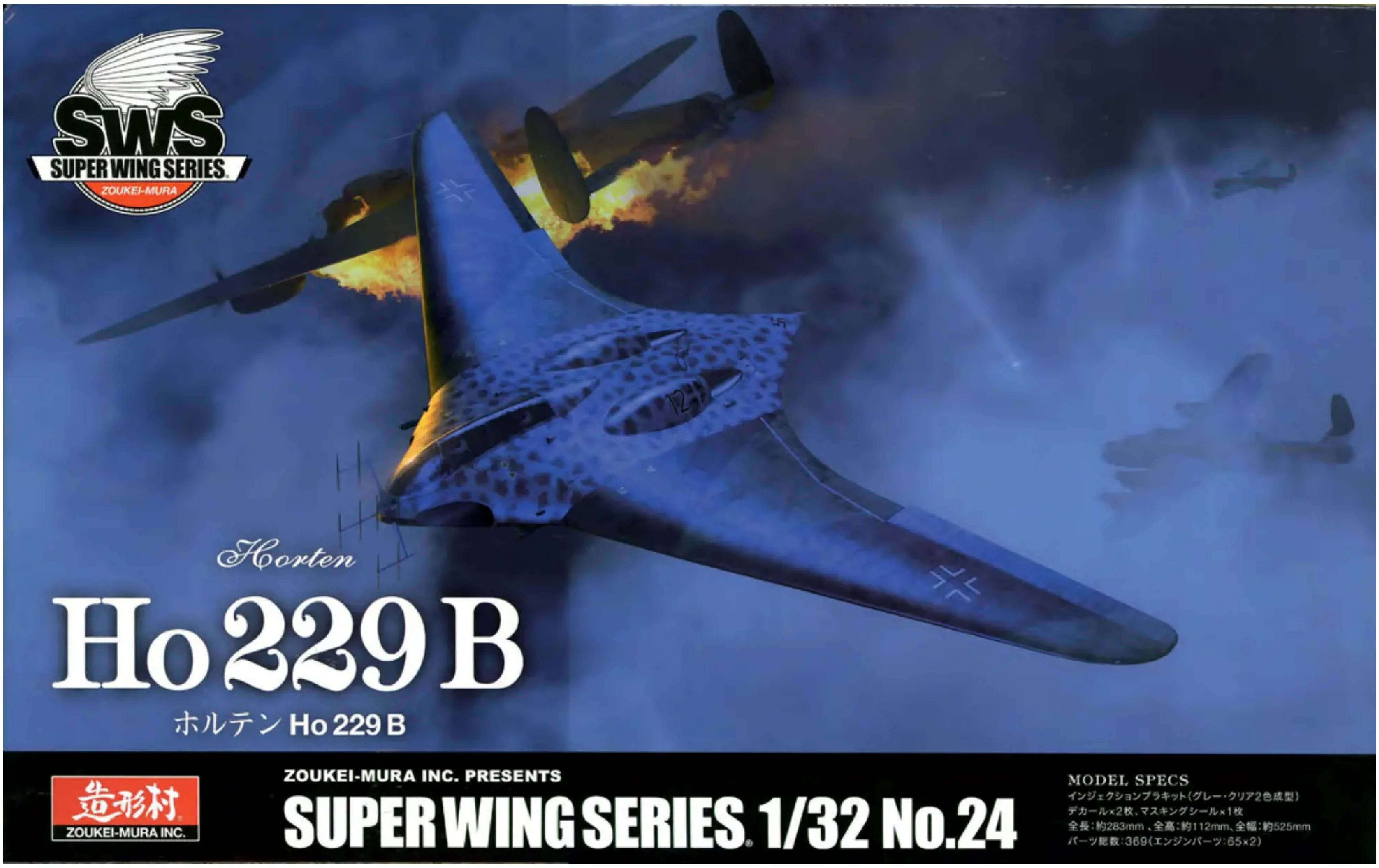
TWO-SEAT HO 229B NIGHT-FIGHTER FROM ZOUKEI-MURA


SWS
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Ho 229 B
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造形村
ZOUKEI-MURA INC.
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SUPER WING SERIES 1/32 No.24
MODEL SPECS
インジェクションプラキット(グレー・クリア2色成型)
デカール×2枚、マスキングシール×1枚
全長:約283mm 、全高:約112mm、全幅:約525mm
パーツ総数:369(エンジンパーツ:65×2)

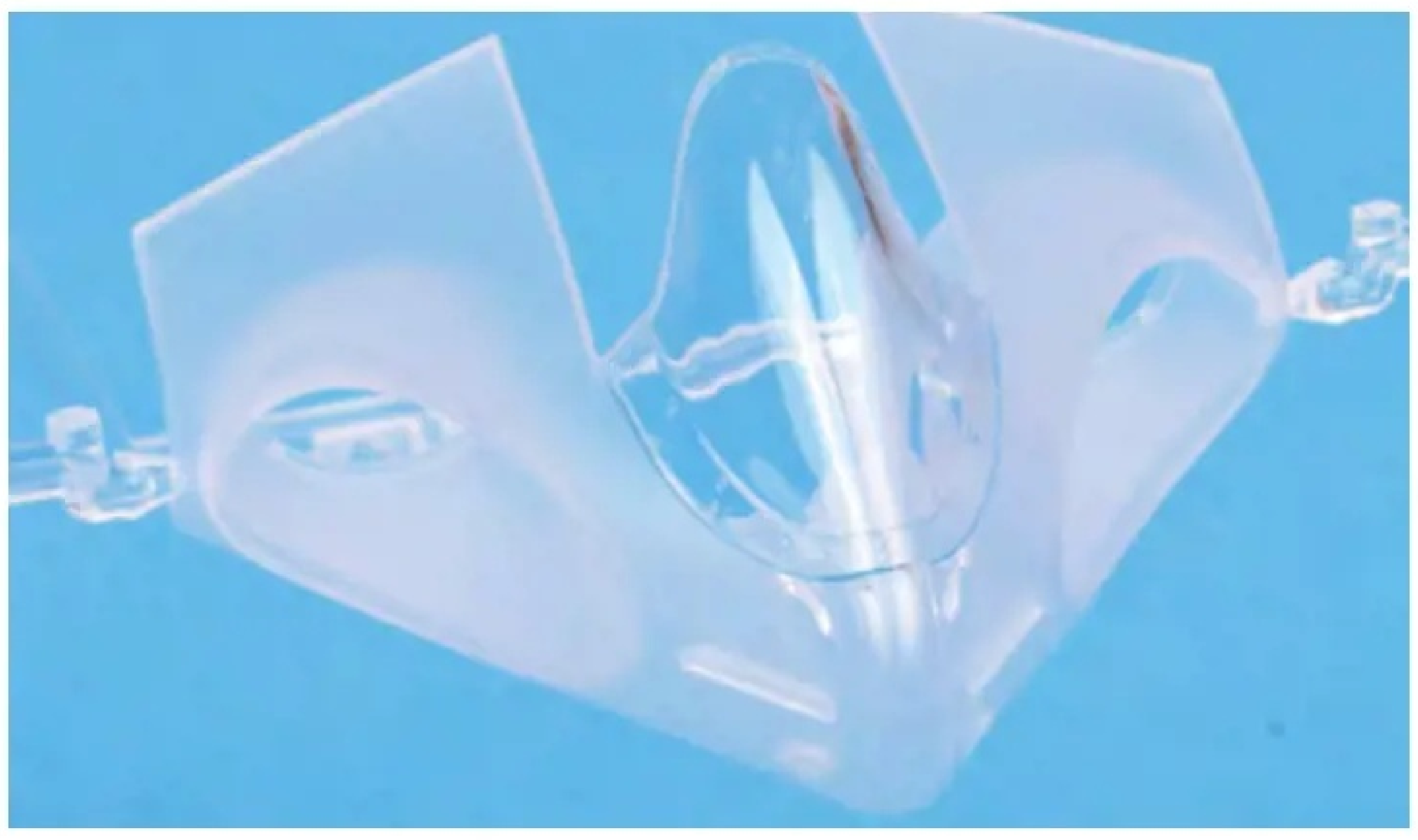
Having delighted modellers in 2014 with a magnificently detailed 1/32 Horten Ho 229A-0, Japanese firm Zoukei-Mura has taken the next step along the type's intended development with a radar-equipped, two-seat Ho 229B night-fighter. The kit was also displayed prominently at this year's Shizuoka model show in Japan. For those who didn't see what's on offer in the kit, here's an exclusive preview of the contents.

Horten's flying wing design still looks futuristic and Zoukei-Mura's approach has been to build the internal structure first, then add the external panels… just like the original engineers at Horten and Gotha (which would likely have produced the in-service machines). Once more, the instructions are presented as a secret German document and modellers can build either the Ho 229B night-fighter or a single seat Ho 229A-0. This was to be based on the Ho 229 V3 prototype, which was the airframe captured by US troops in April 1945 and transported to America under the auspices of Operation Paperclip.

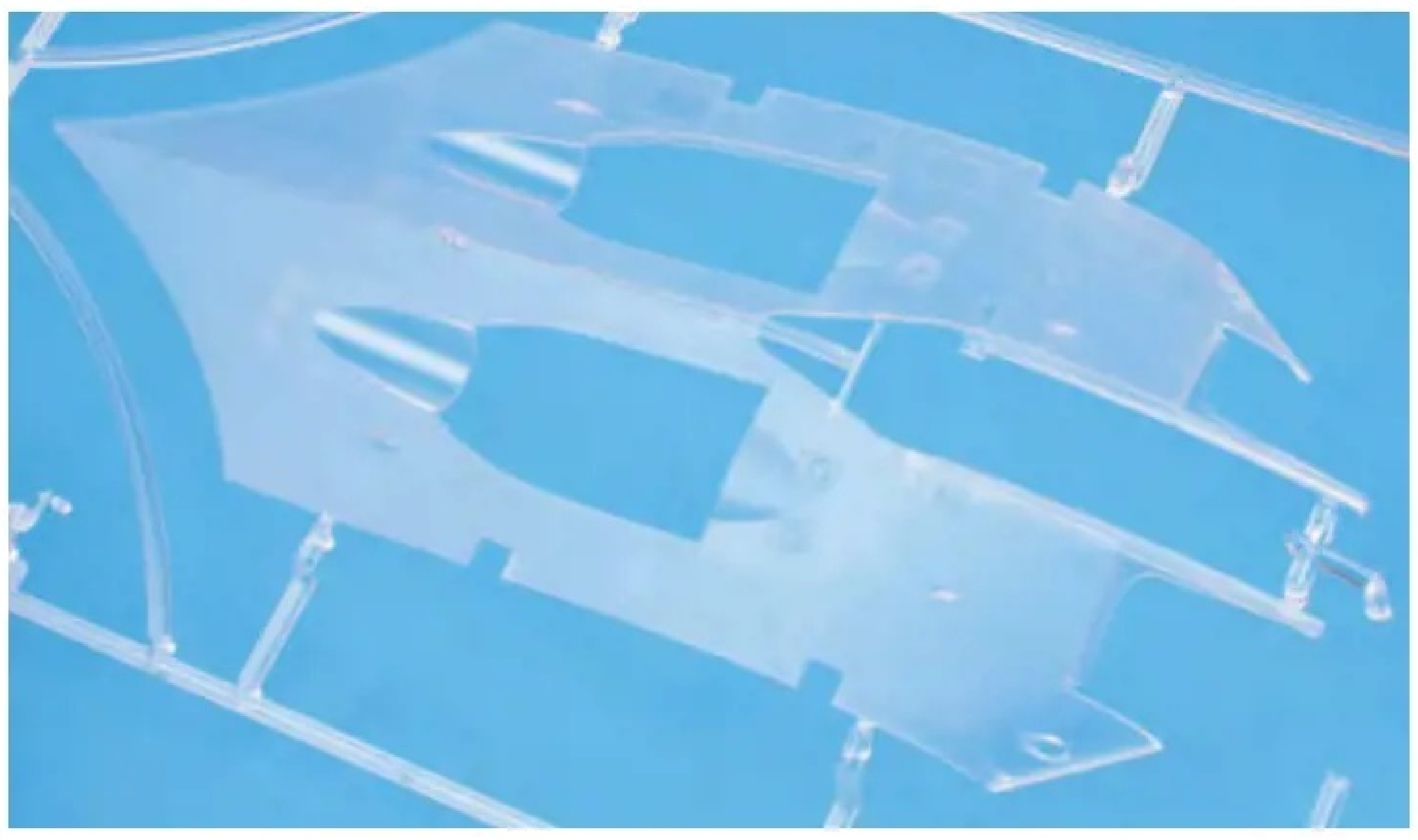
Compared to the initial kit there are five additional styrene runners, bringing the total to 23, ten of which are clear (although airframe sections have a 'frosted' appearance). These account for the new two-seat canopy plus the Ho 229's entire outer 'skin', allowing the detailed interior to be partially visible through the 'frosted' panels. New parts cater for the differences between the -A and -B variants, such as the cockpit, armament (the night-fighter was to be equipped with six 30mm cannon), powerplants and FuG 220 Lichtenstein radar equipment.

There's a staggering amount of detail on offer, such as the complete compressor structure on the Jumo engines, even though this won't be seen, and all ancillaries (fuel pipes, generators and cabling). Modellers will also have to decide whether it's a single- or two-seat airframe they want to replicate, as the structures – literally the tubular framework around which the rest of the model is built – diverge from an early stage. Regardless of variant, there are cannon bays for both the MK 103 and MK 108 weapons, which include ammunition trays.

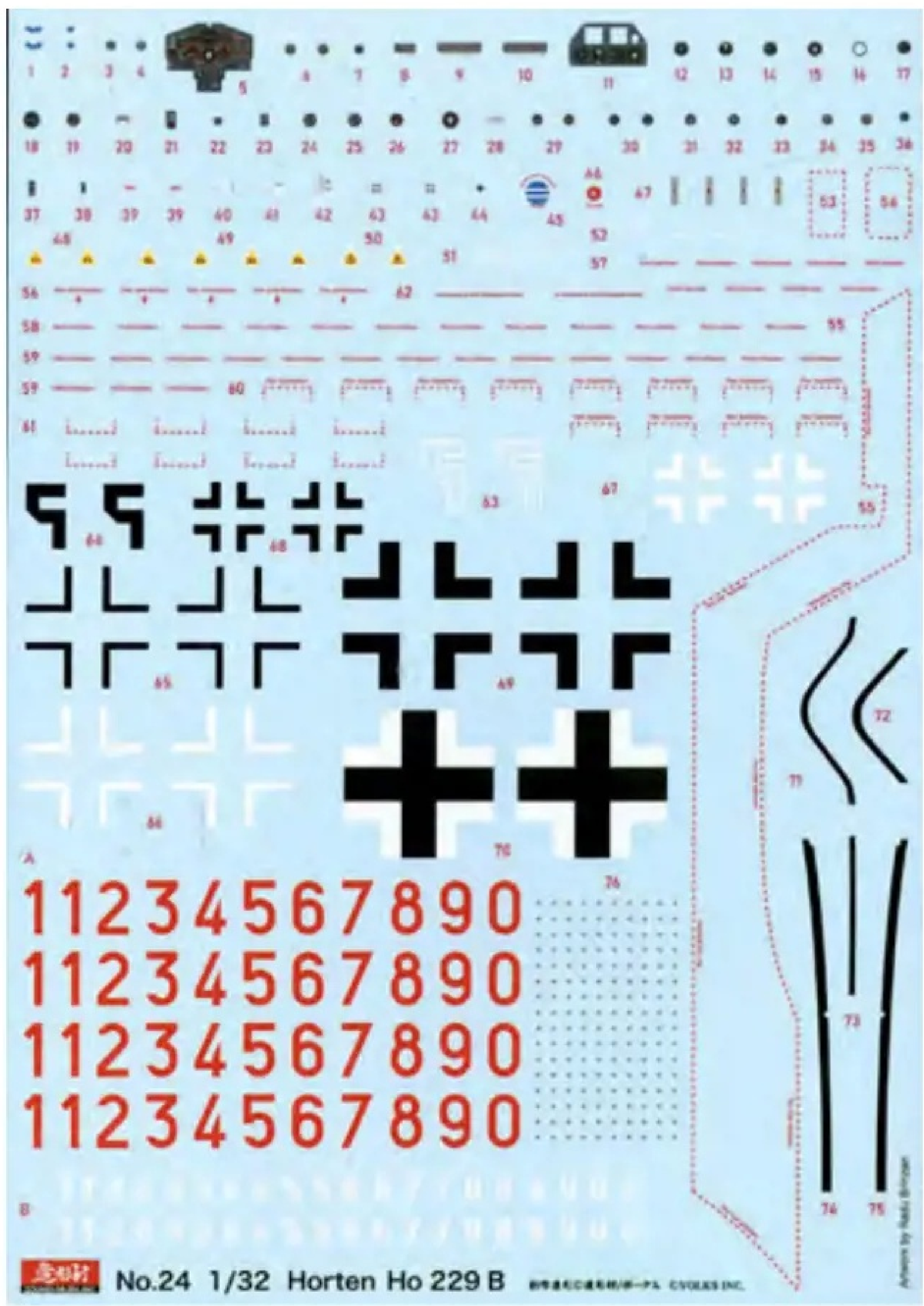
The cockpit is just as impressive, and what really deserves praise is that all that detail is rendered purely in styrene; there are no photo-etched metal or resin parts present. There's a choice of decals for the instrument panels – either a one-piece item or

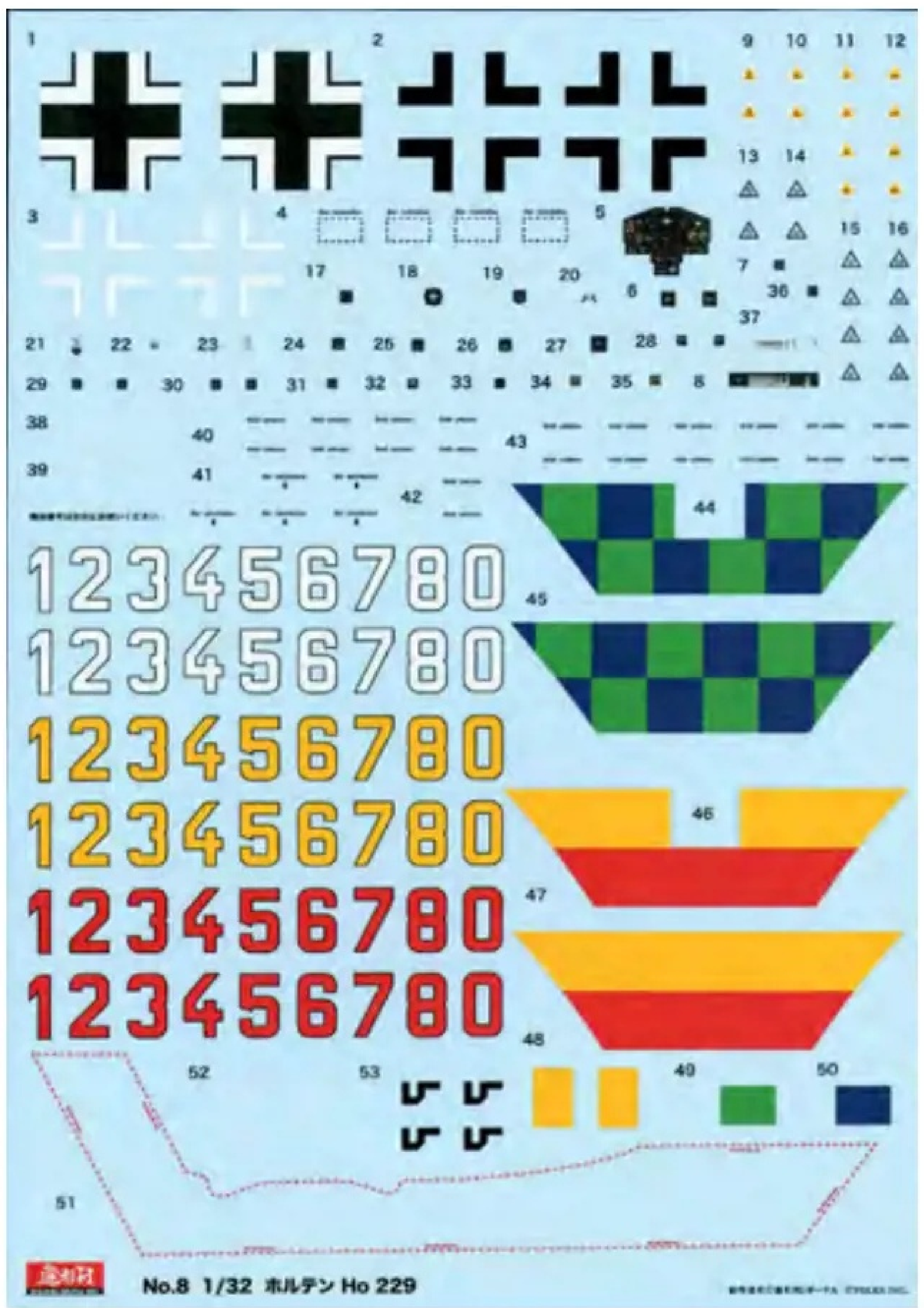


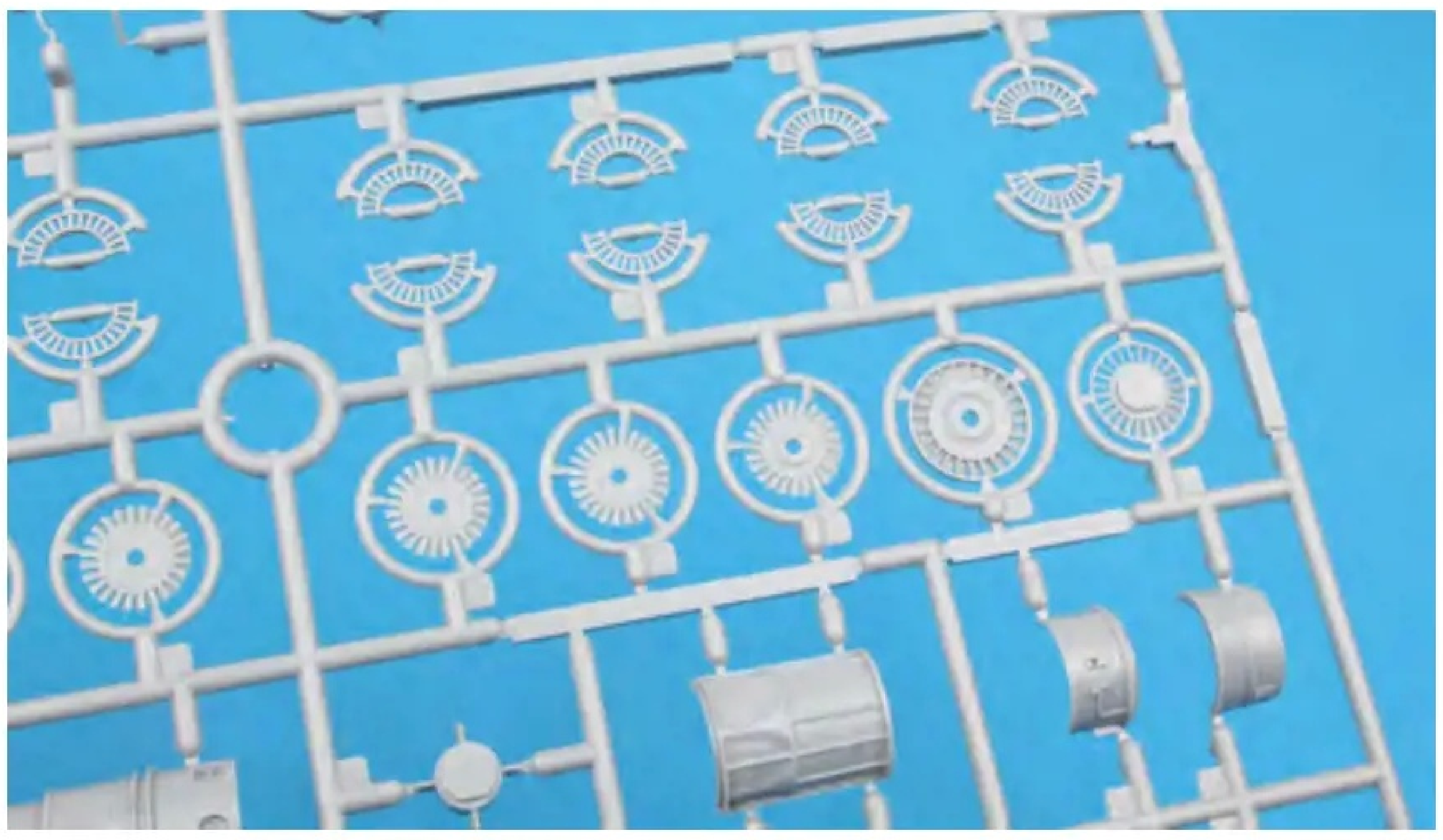
▲ Moulding the external panels in clear styrene enables Zoukei-Mura to have the windscreen integral to the nose component, complete with intakes and cannon openings.



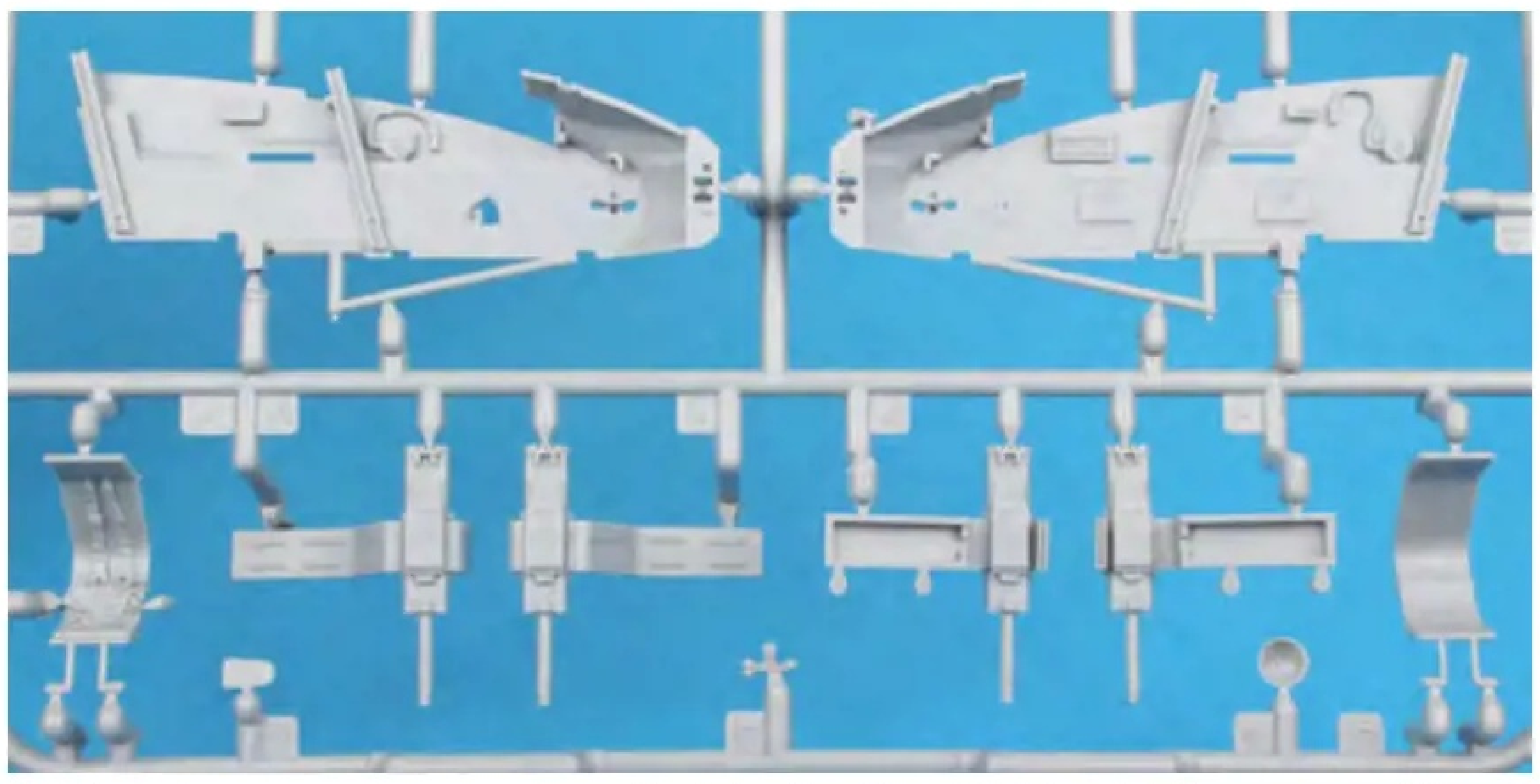
▲ Much of the exterior comes in 'frosted' form, such as the new upper fuselage panel, which has larger opening for the two-man cockpit. The other two 'holes' are for engine panels.







▲ Common with the initial Ho 229 release, these parts are for one of the type's two Jumo turbojets and include all compressor stages.



▲ There's a new two-seat cockpit in the Ho 229B, which comes with alternative seats (with/without moulded straps). These are joined by an extra four 30mm cannon.

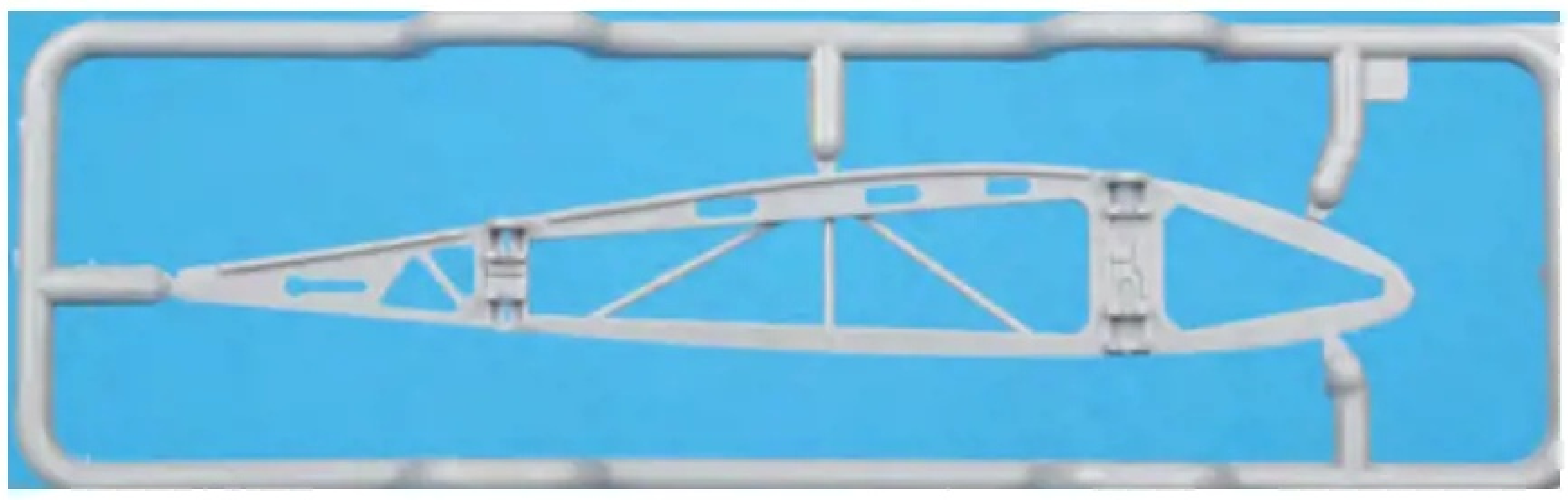
multiple markings, with one for each dial and gauge – so it's up to you how complicated you want to make this stage.

The same applies to the undercarriage, which is added surprisingly early – indeed before the wings are even started. This may well be a boon to diorama builders, as the wings are assembled separately, allowing the modeller to depict the V3 airframe as it was found in 1945, with just the central section constructed. There's also the option of having just the framework assembled and leaving all that magnificent detail on display.

Four notional schemes are suggested in the markings section, with two each for the Ho 229B and V3. The inclusion of generic numerals and different types of German national insignia mean that modellers can build other 'what-if' machines if they prefer. The specified choices are:

- Ho 229B, Red 12, 10./NJG 11, German mainland, 1946
- Ho 229B, Red 8, 10./NJG 11, German mainland, 1946
- Ho 229A-0, JG 301, German mainland, September 1945
- Ho 229A-0, White 14, ISS I./JV 44, German mainland, October 1945

Zoukei-Mura's 1/32 Horten Ho 229B will be available direct from Zoukei-Mura (www.zoukeimura.co.jp), but will also be available in the UK via distributor Tiger Hobbies (www.tigerhobbies.co.uk) and other major retailers. The UK retail price has not been confirmed.



▲ Zoukei-Mura supplies separate wings, with the join between the fuselage accurately replicating that of the real aircraft. Here, the innermost wing rib has slots for the mating pins.

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AE2720 20ml precision poly dispenser.

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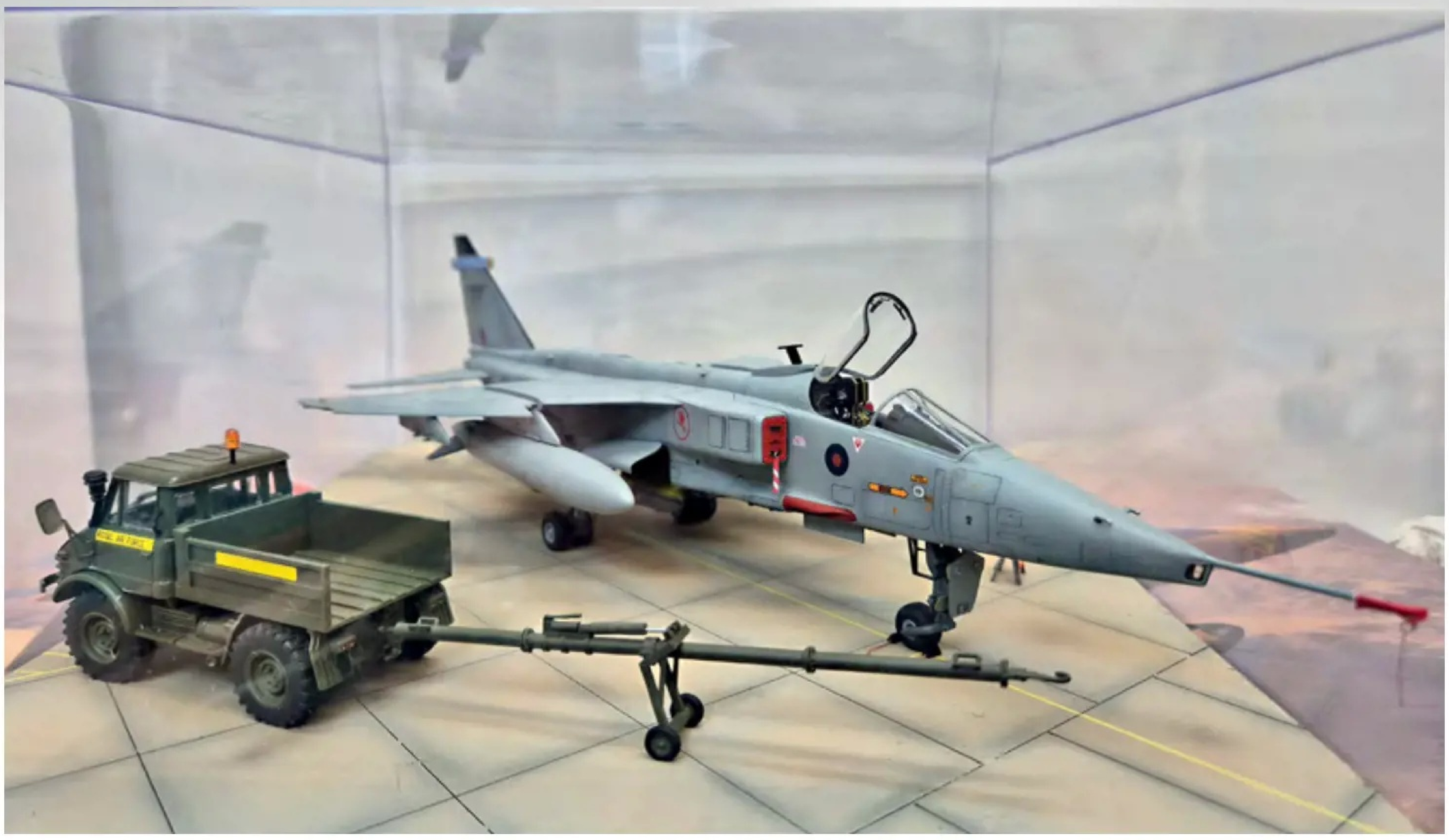
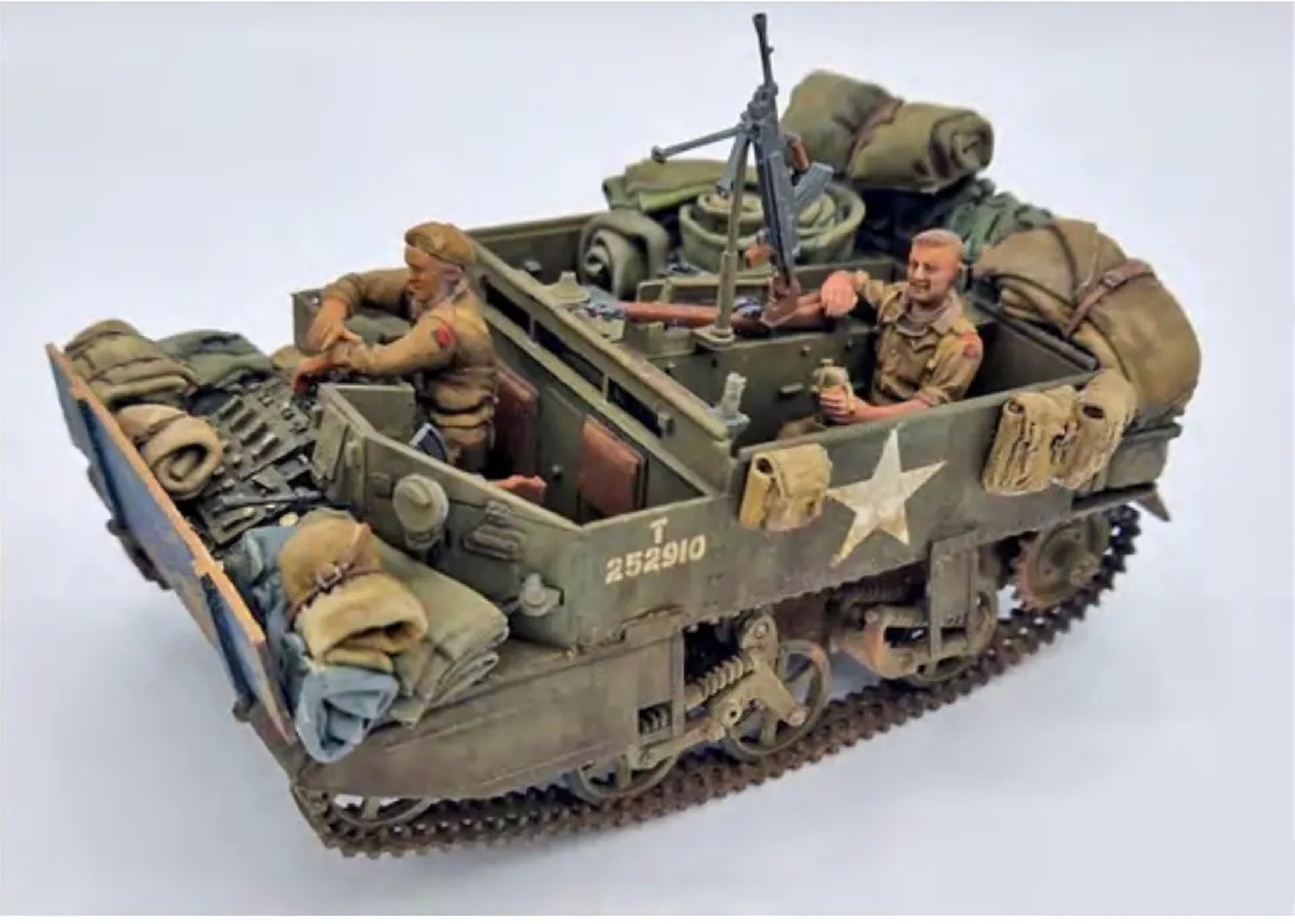
DISPLAY CASE

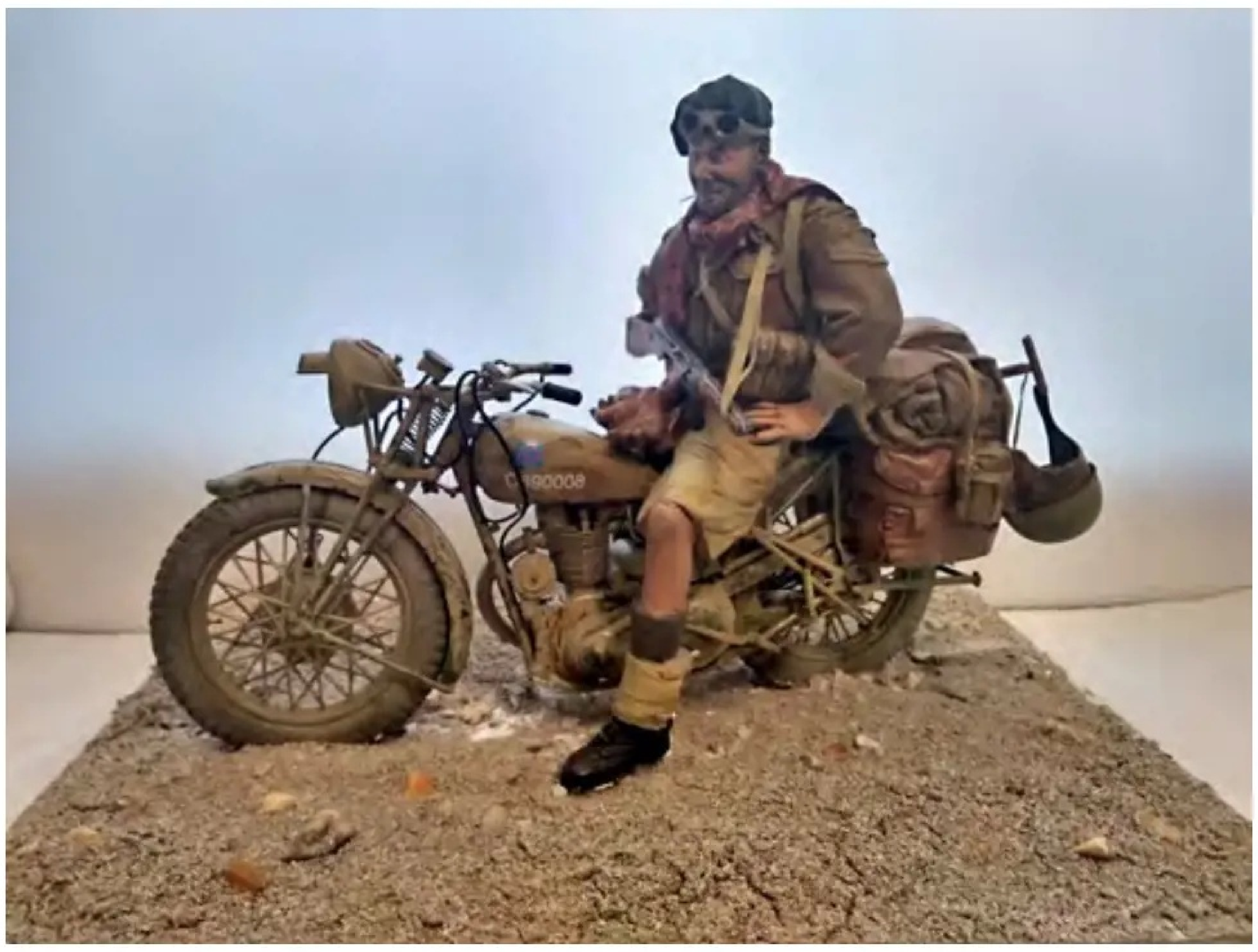
A Jaguar and a brace of riders grace the page for this month's readers' build selection



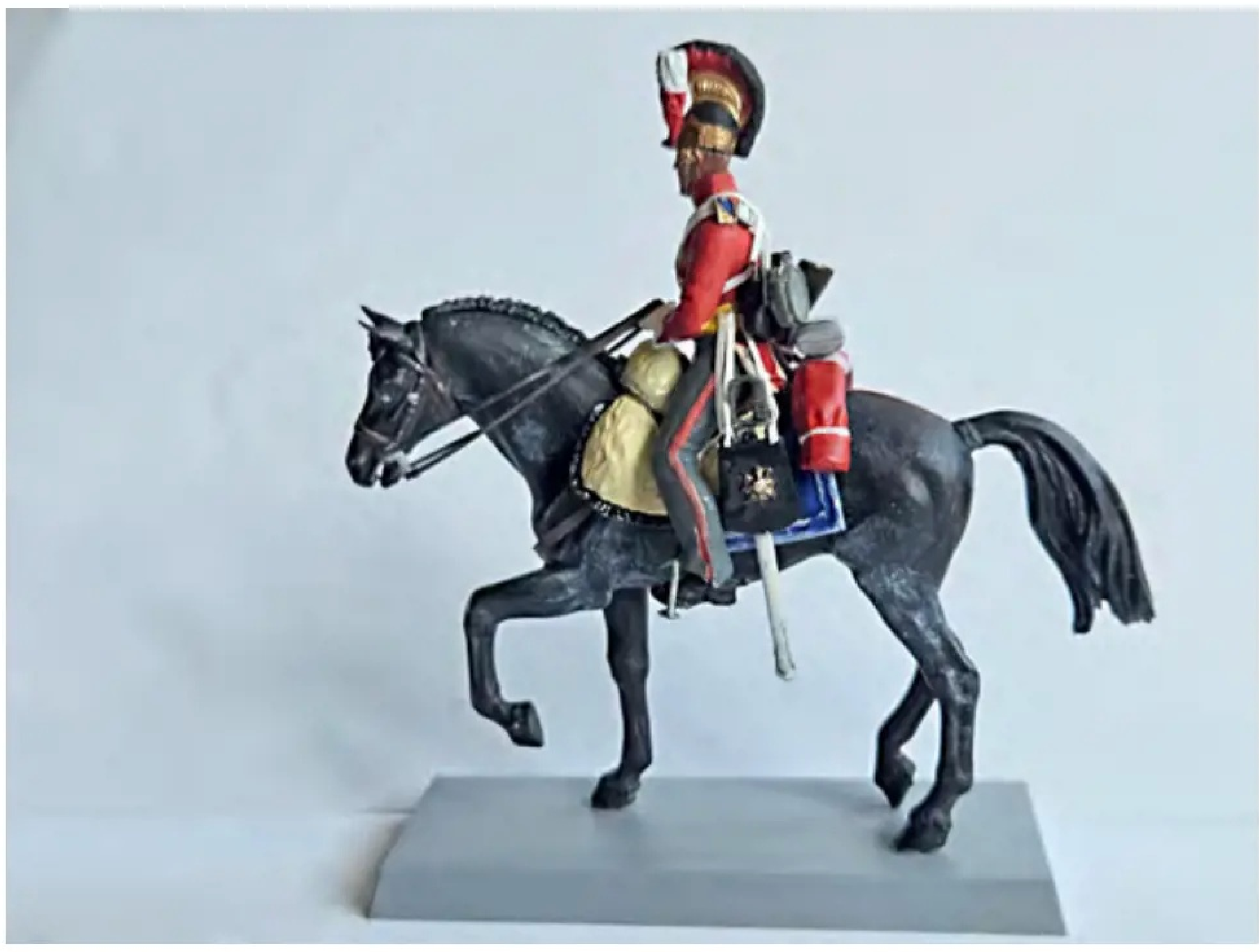
◀ Michael Binks built this Airfix 1/48 Jaguar for a friend who was an armourer on 6 Squadron at RAF Coltishall and was full of praise for the kit's designer. The diorama was arranged to depict a 'Flying Tin Openers' Jaguar GR.3 about to embark on a standard weekday sortie to the bombing range, so he added Remove Before Flight tags, a Carrier Bomb Light Stores for the practice bombs, while the seat harness was fashioned from tape. Markings came from the spares box. The UNIMOG tractor is CMK's kit, but modified extensively to represent a Coltishall vehicle.



◀ Patrick Collins decided to use Black Dog accessories on his Tamiya 1/35 Universal Carrier, in what was his first attempt at adding stowage to a basic kit. He thoroughly enjoyed the build, also adding aftermarket crew figures to complete the model.



▲ This splendid Italeri 1/9 Triumph 3WH was built by Rob Delamere, who detailed the basic kit and then added a dispatch rider figure and additional stowage, while the rider's personal equipment hangs from the bike's seat.



◀ Modeller James Mitchell indulged in a degree of nostalgia when he tackled several of Airfix's classic 54mm figure kits, in this case a Life Guard trooper in 1815, finding the build to be a rewarding experience.

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Want to feature your recently finished project in *AMW*? Send us a high-quality photo of your model against a white background and tell us about any aftermarket products or special techniques to: **stuart.fone@keypublishing.com**

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TOP SECRET

Thunderbird 2 with Firefly

Type: Injection Moulded Plastic kit

Scale: 1:144

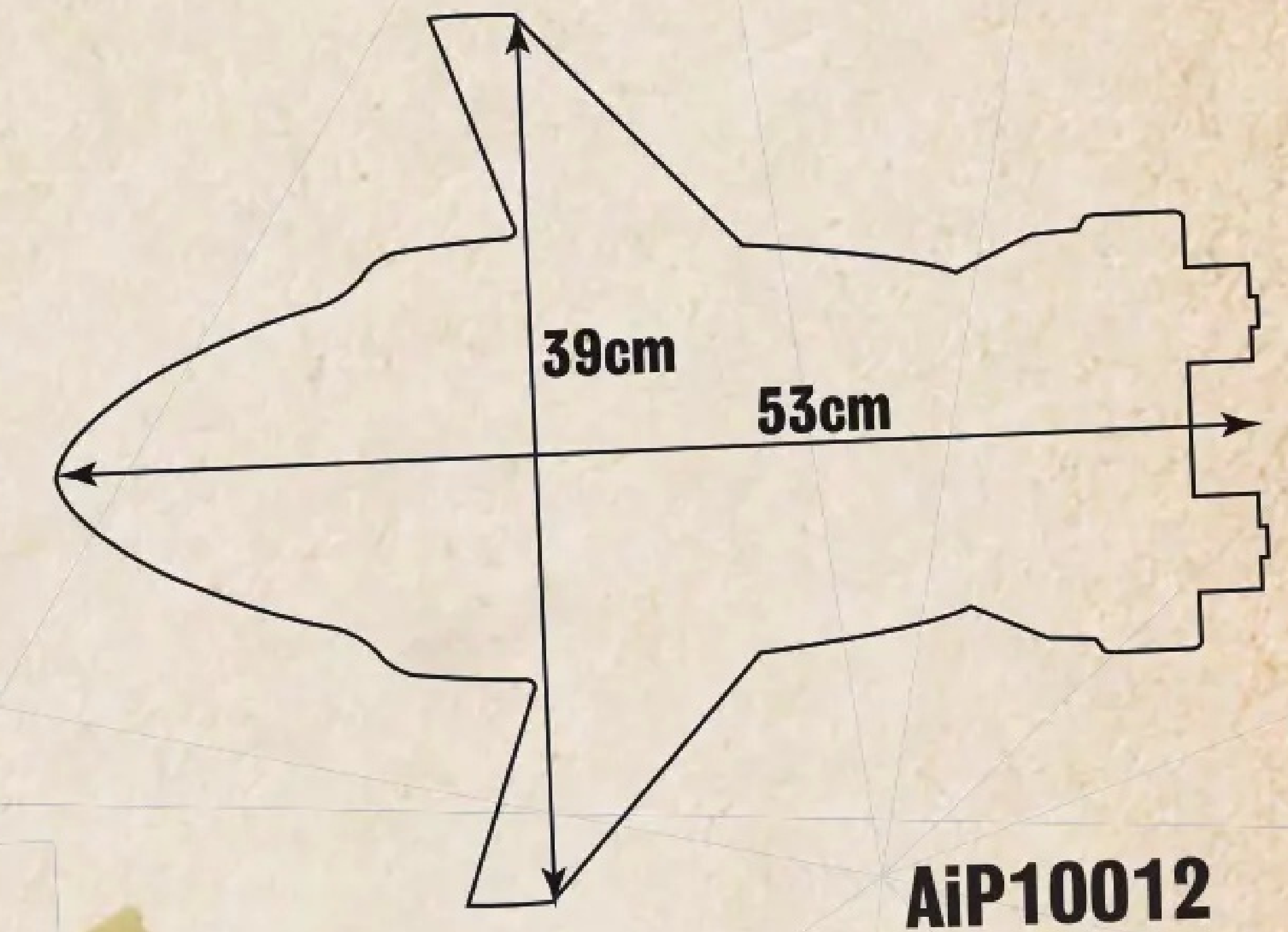
Dimensions: (when built)

	Thunderbird 2	Firefly
Length:	53 cm	10.3 cm
Width:	39 cm	5.7 cm

Total number of parts: 380+

Separate Pod

Metal Hydraulic Legs



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Our next issue will feature something of a US theme, with three builds of American vehicles and aircraft, including ICM's imposing 1/35 CH-54A Tarhe helicopter, and Revell's 1/24 *Stranger Things* Chevy Blazer. We're also delighted to include a 32-page supplement to accompany Airfix's new-tool 1/144 SLS Artemis and returning 1/144 Saturn V Gift Sets.

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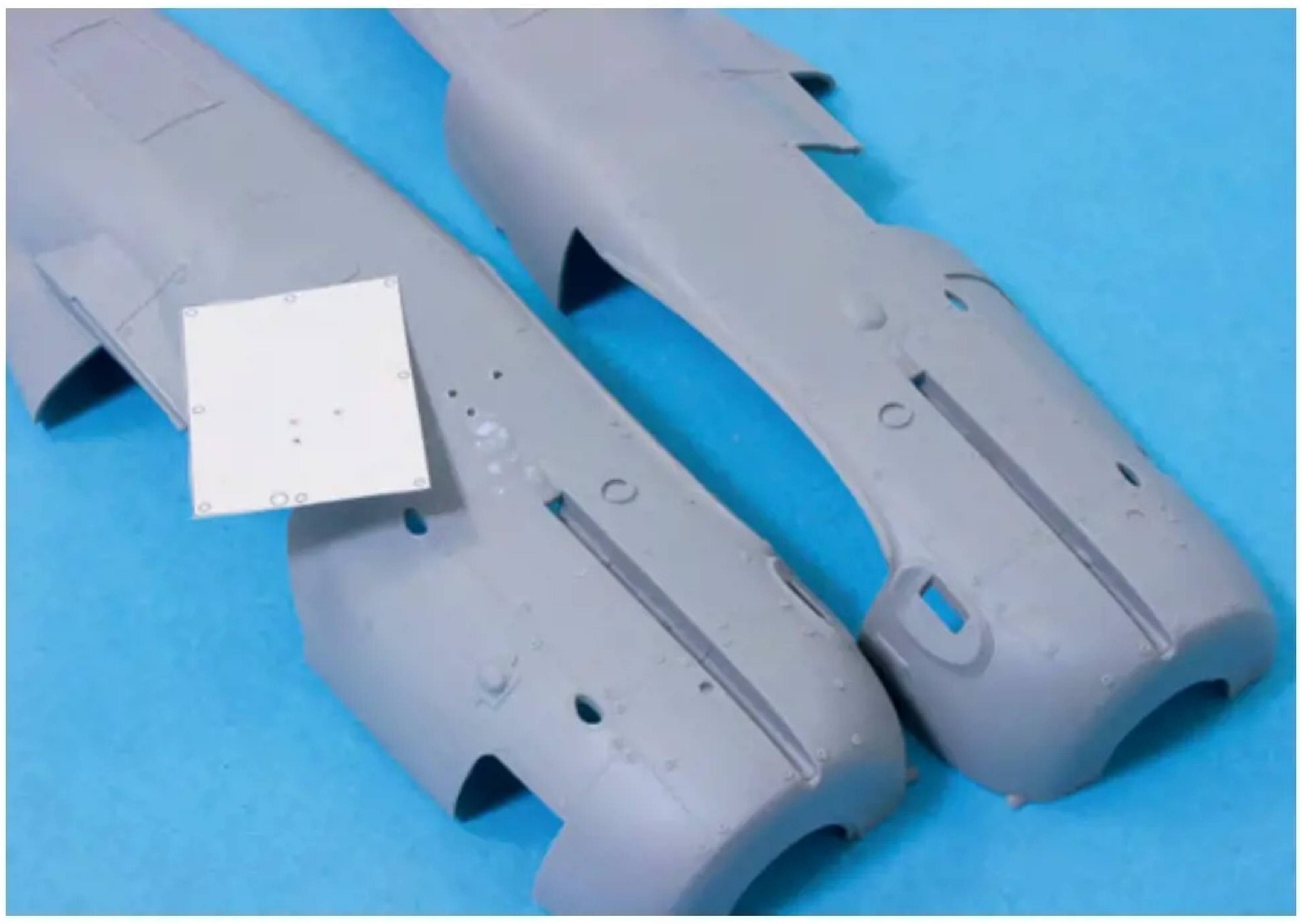
644/25

Kronmärkt*

Ethan Williams replicates Sweden's imported Gloster biplane in the perfect scale for single-seat fighters.



▲ The pre-moulded fuselage gun blisters had to be removed as the Swedes used different armament to the British. Corrected blisters were supplied, as well as a template for drilling locating holes.

In 1930, Britain's Air Ministry was keen to improve the inventory of military aircraft, as there was unreliability with the system of 'one pilot/ two machine guns' then in use. The ministry put forward specification F.7/30, which sought a new fighter aircraft capable of carrying four machine guns, achieving at least 195mph at 15,000ft and a landing speed of 50mph – while also offering the pilot an unobstructed all-round field of view. All aircraft developed from or for this specification were expected to outperform the fighters in service at the time. Gloster's then-in-development Gauntlet biplane was chosen as a basis.

New type

The Gladiator made its aerial debut in September 1934. Reaching 242mph during tests, the prototype also featured the required armament (two Vickers machine guns in the fuselage, and two Lewis guns under the lower wing). The following April, the prototype transferred to the RAF for operational testing, where it

MODEL SPEC

Gloster J-8 Gladiator
By: ICM
Stock Code: 32044
Scale: 1/32
Price: £51.90
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J-8 Gladiator
WWII Swedish Fighter
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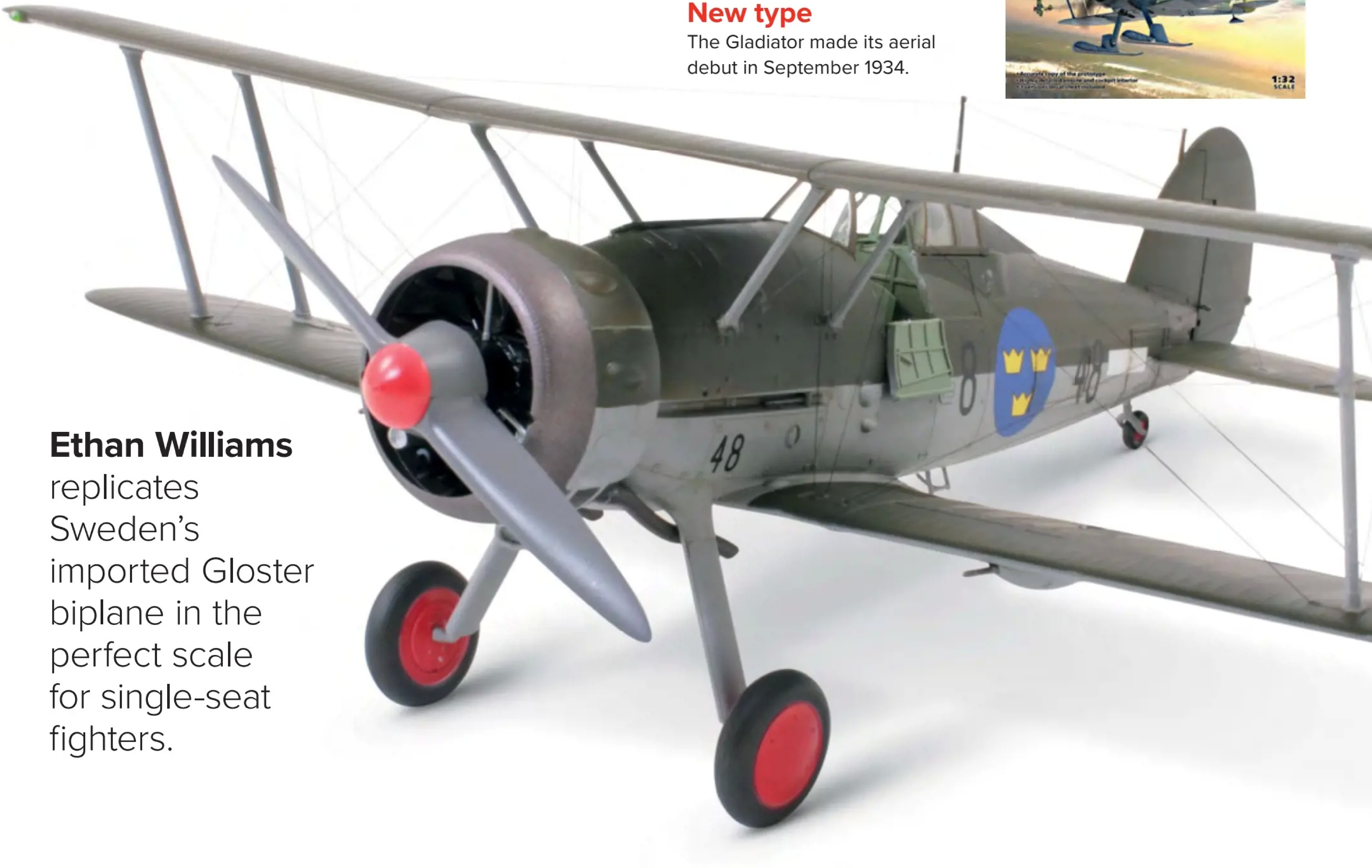
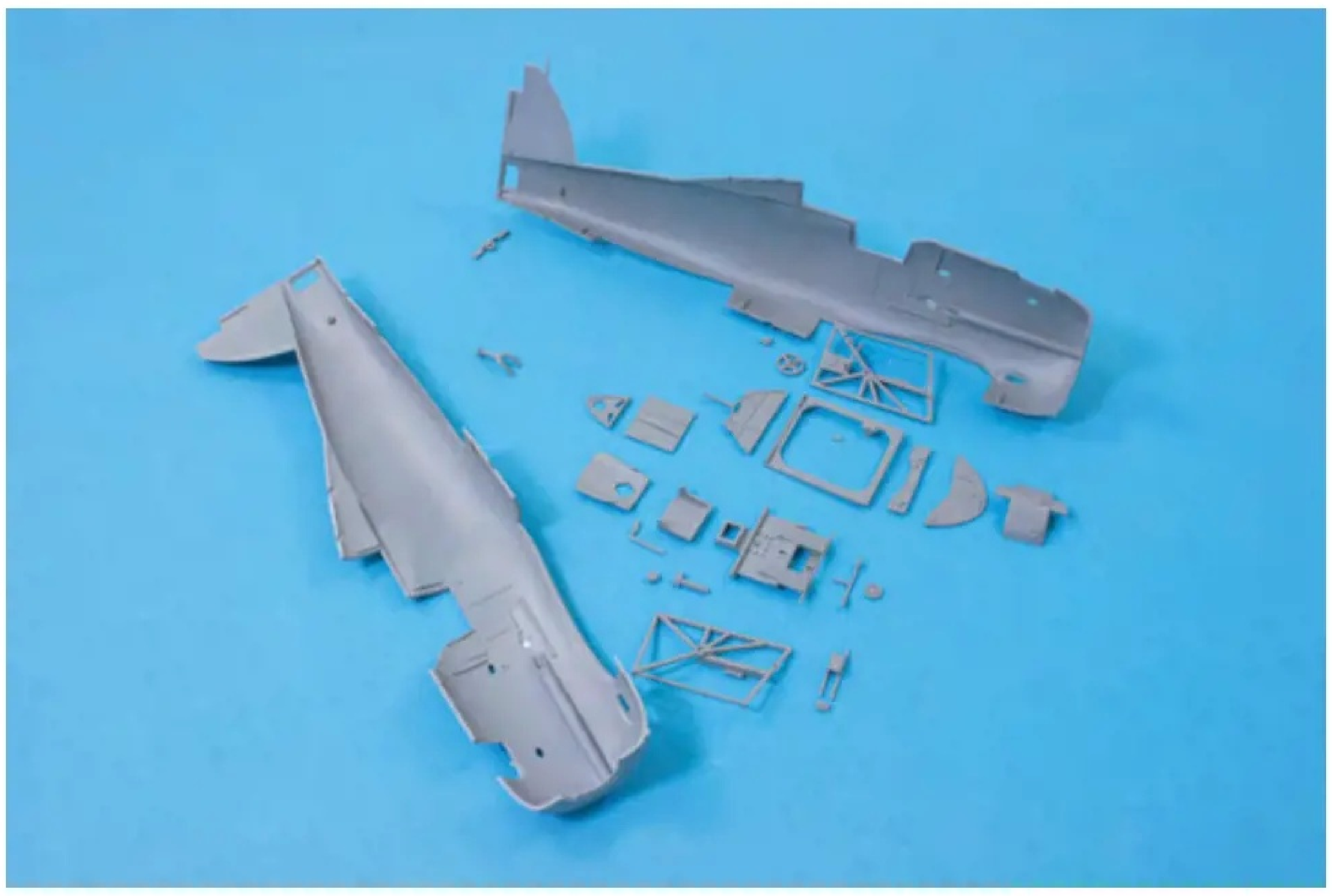
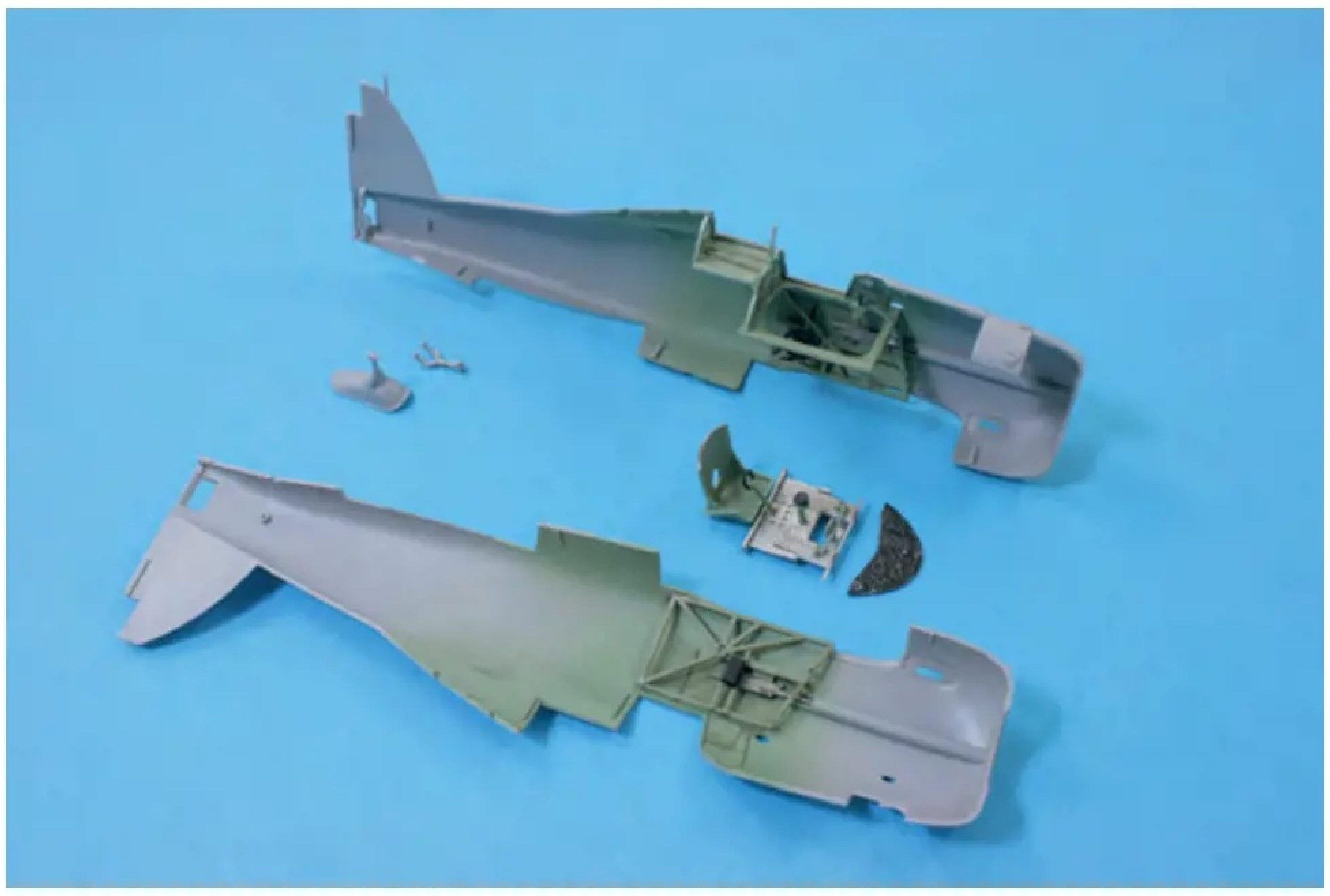
SCALE





▲ **Many parts went into the detailed cockpit, with accurate representations of the real aircraft's sub-assemblies.**



▲ **Having painted the interior with a custom colour mix, a wash was applied to impart a hint of grime before mating the fuselage halves. Note the choice of tail undercarriage – wheel or ski – depending on the scheme selected.**

gained the registration K5200. At this time, Gloster also planned a further improved version of the prototype, equipped with the more powerful Mercury IX engine, an enclosed cockpit and improved wheels. An initial order of 23 Gladiators was placed, with a successive order of 180 airframes.

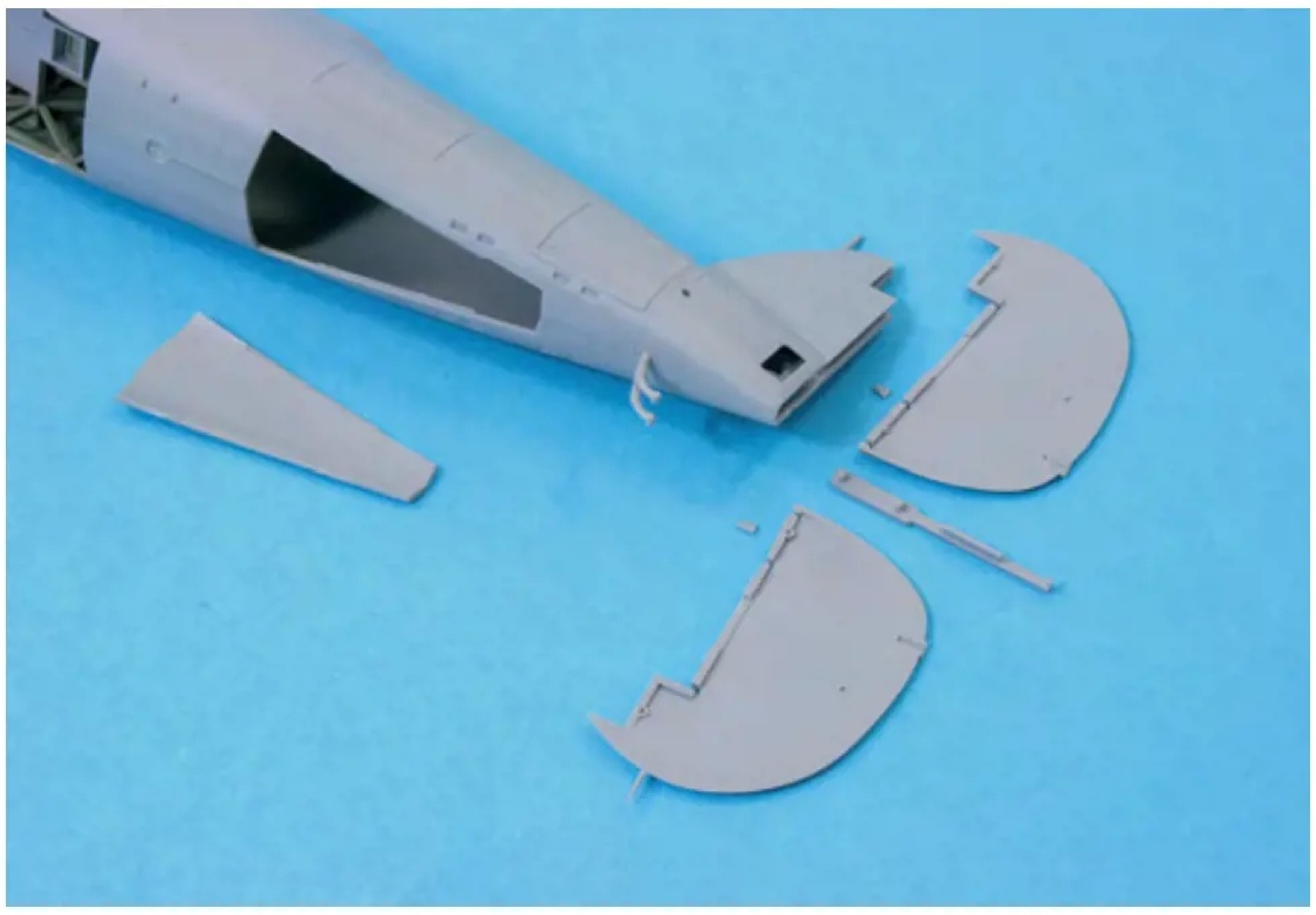
Sweden started using the Gladiator in 1937, before its pilots flew in Finnish service during the winter war between Finland and the Soviet Union, in late 1939. After this, they continued as frontline fighters until 1943, when they assumed the fighter-trainer position for their remaining four years of service.

ICM's 1/32 kit of this agile fighter was first released in 2019, with another five iterations following, and a further boxing by Revell. The J-8 variant built here was released in 2021, featuring decals for two 'winter-camo' Swedish schemes (the airframes wearing the classic three-crown markings*) insignia and a single standard livery. A new runner was also added, containing different cowlings, guns and corresponding fuselage blisters for Swedish airframes and ski undercarriage (for the winter options), as well as an alternate wing strut for a different pitot tube fitted to 'svenska' examples.

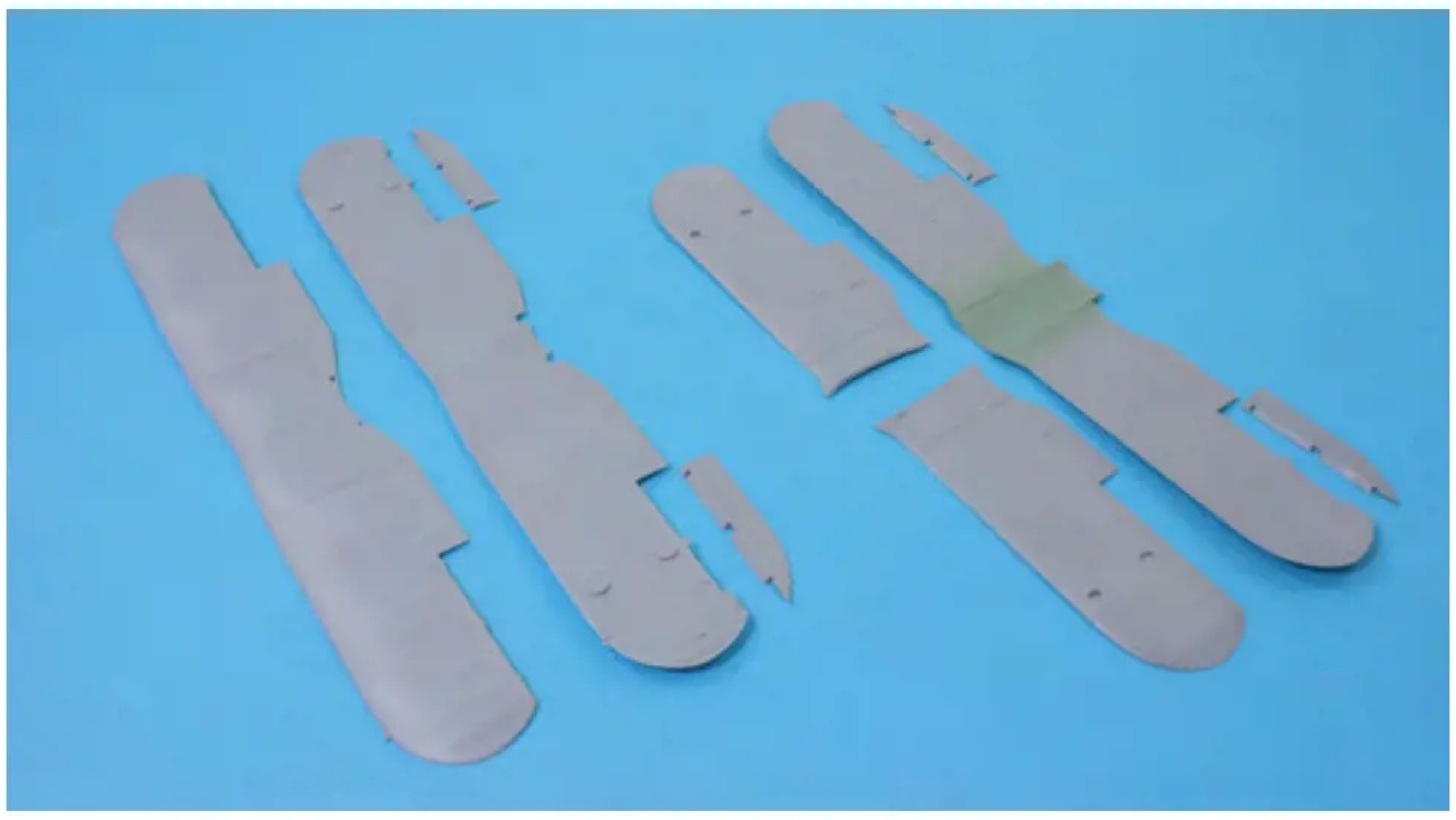
"The first step was to remove and sand smooth the pre-moulded gun blisters"

Opening phase

The first step was to remove and then sand the pre-moulded gun blisters in the fuselage halves – and replace these with provided blisters for the guns used by the Swedes. This was achieved by carving away the majority of plastic with a scalpel before removing the remainder with a sanding sponge. ICM provides a neat template in the instructions for where to position the locating holes for the alternative blisters, drawn to fit the entire panel on which they are situated.



▲ **The rudder consisted of five pieces and was built without issue. Note the blank under-fuselage plate here, too, which would be different on naval releases of this kit.**



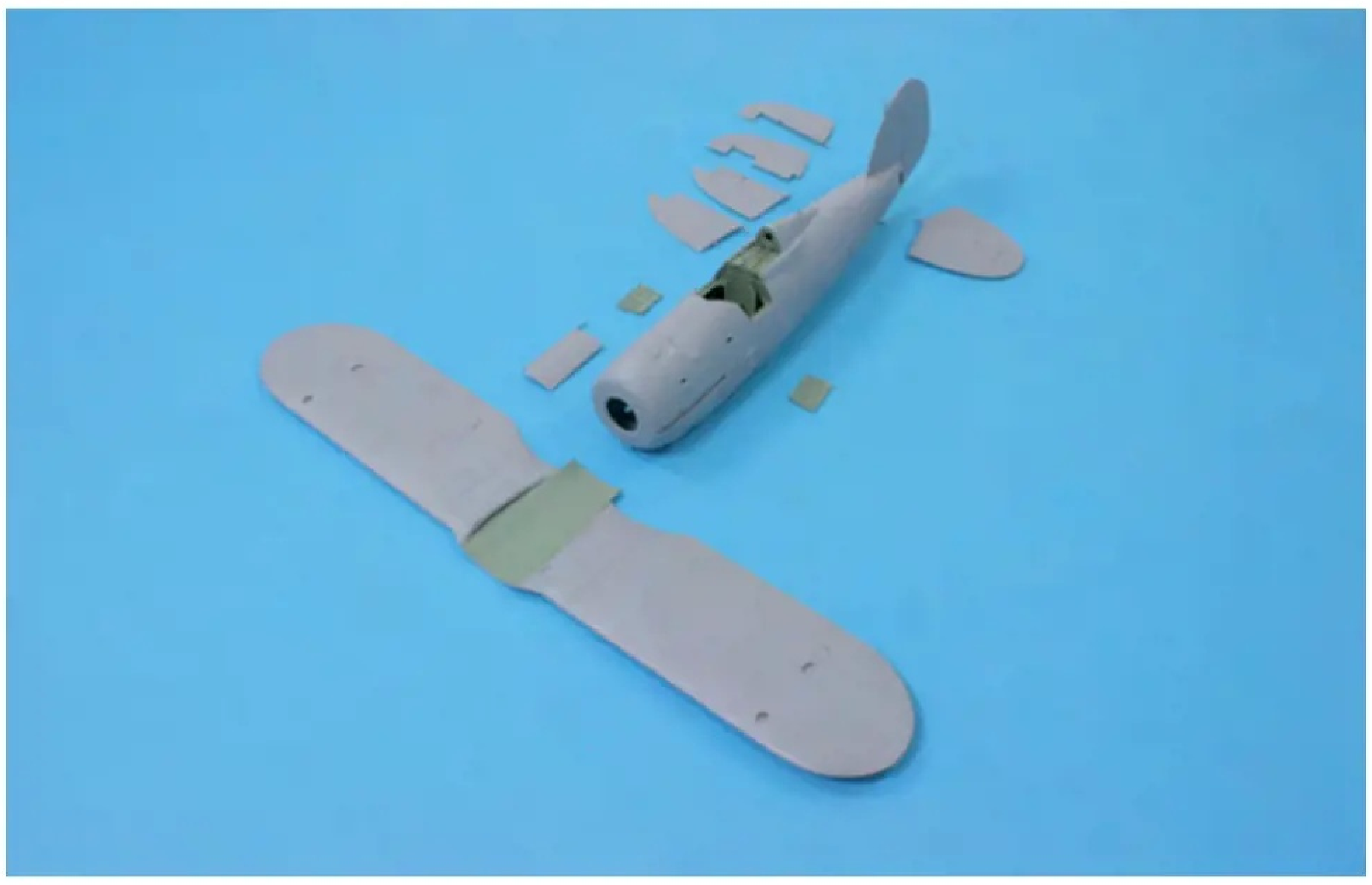
▲ **Construction of the wings was child's play. They featured a well-moulded fabric/rib effect and gun boxes on the lower wing.**

The blisters were put in place, by which time work could start on the cockpit. Twenty-two parts formed the superbly detailed 'office', which is highly visible if the model is finished with the doors and canopy open. Interior parts were painted with a 1:1 mix of Tamiya XF-21 Sky and XF-19 Sky Grey, as XF-21 alone was not the right shade of green. The cockpit floor was painted with Mr. Color C8 Silver, while the instrument panel received XF-1 Flat Black. A decal was supplied for dial detail, but unfortunately it ripped on application, so silver was dry-brushed over the raised outlines instead.

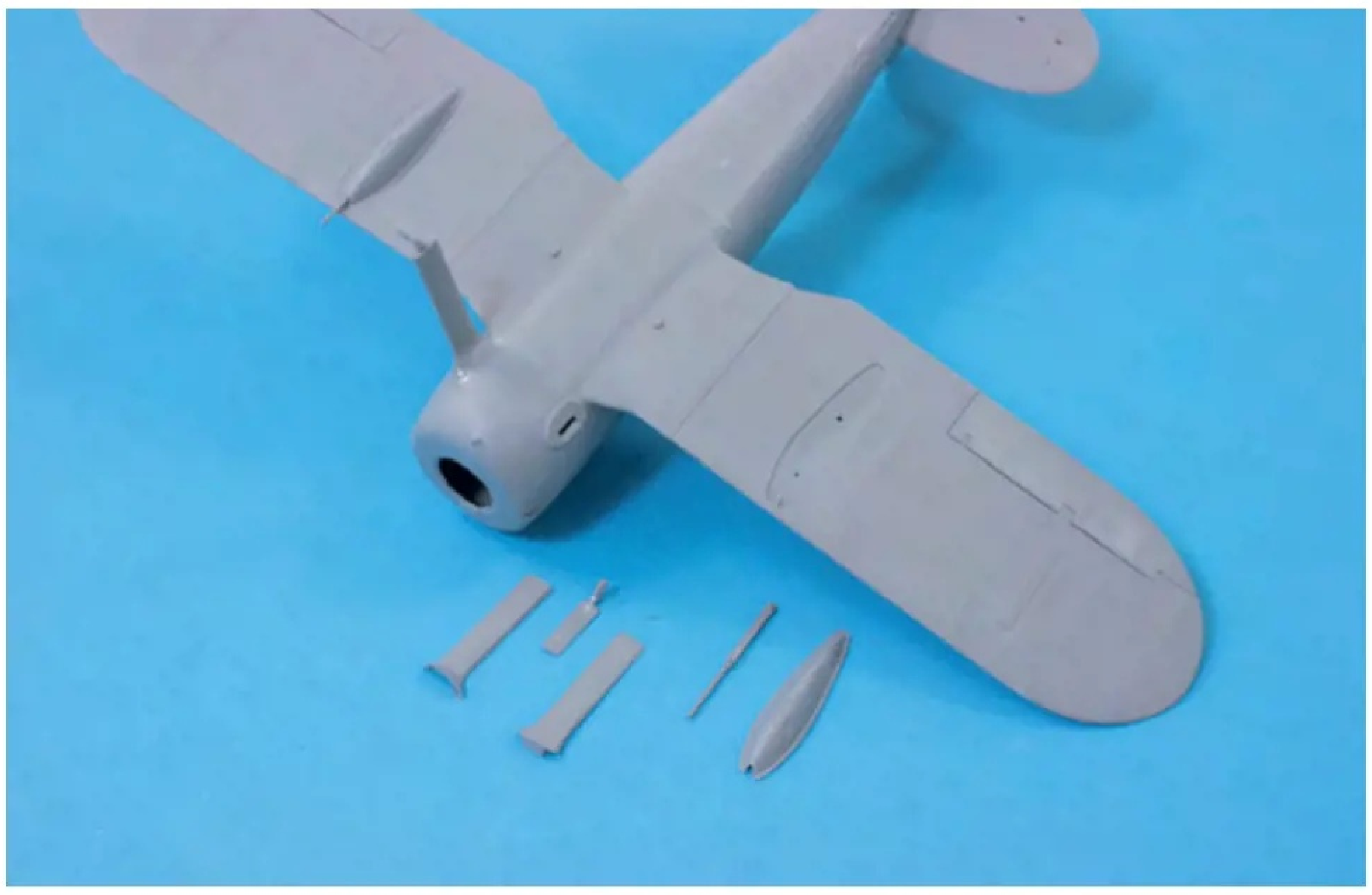
Before the fuselage halves could be married, the cockpit parts were enlivened with AMMO Starship Wash. A choice should be made here as to which scheme to depict, as the tail undercarriage must either be a wheel (Scheme C) or a skid (A/B). Once this was decided, the halves went together and the tail assembly could be completed. Six parts were to be attached here, comprising the rudder and its attachment post, fuselage plate and rudder control horns. The fuselage plate was a separate part, as this is where the arrester hook is on ICM's Sea Gladiator release.

Mainplanes

The wings were remarkably simple in their construction. Five parts for the lower and four for the upper, featuring great moulding of the taught fabric over ribs effect. With the wings mated, the fuselage could be attached to the lower of the two mainplanes. Horizontal stabilisers and elevators, cockpit doors and the radiator were all attached at this stage, too. The gun under each wing (and corresponding blister) could then be attached to the underside, as well as the undercarriage legs. Note that the fuselage seam between the legs was neatened before the legs were attached. The guns were not painted, as they could easily receive their colour via a thin brush after the main painting.



▲ The tail assembly was attached here, as well as the radiator, cockpit doors and lower wing.



▲ Undercarriage struts and underwing armament were attached; this was so the aircraft could be painted quickly and easily without risk of damaging the underside paint.

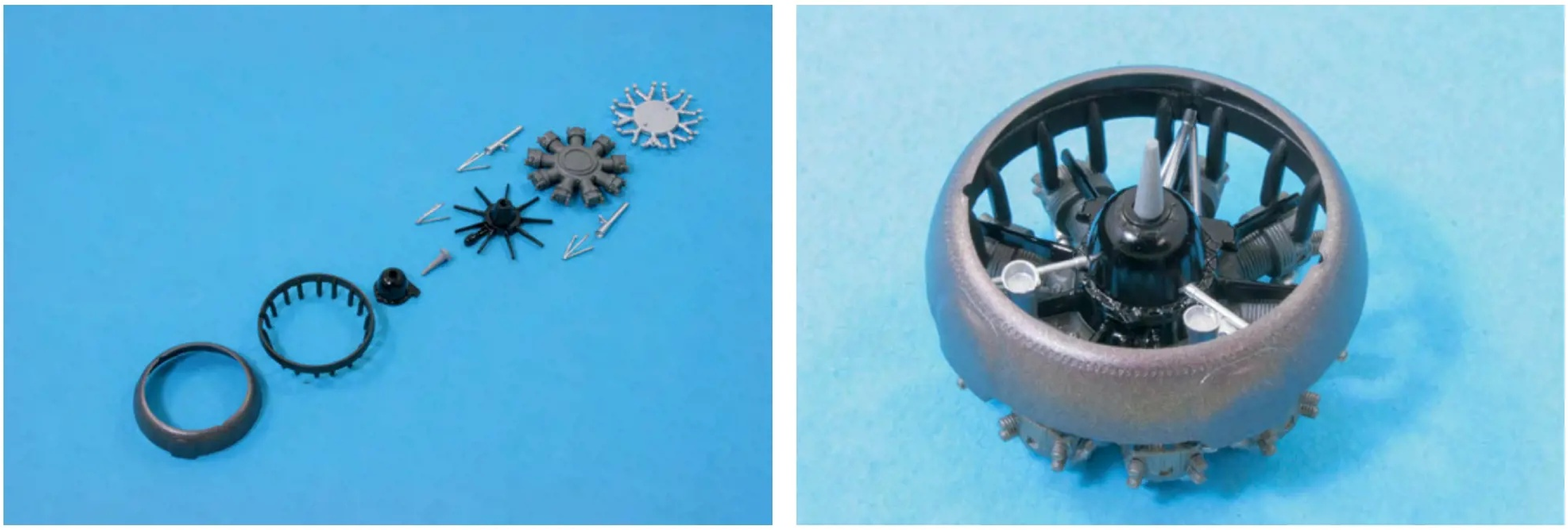
The Bristol Mercury replica in this kit was just sublime, much like the engines with ICM's other 1/32 fighters. A total of 18 parts were employed for the engine and exhaust ring, distinctive of the Mercury series. I found the colour of the exhaust ring was difficult to achieve accurately, but a mix of X-33 Bronze and several drops of X-18 Semi-Gloss Black to darken it slightly proved to be – in my opinion – a good match. The exhausts themselves were also painted at this stage, with just X-33 Bronze to differentiate them slightly. The engine itself received Tamiya's LP-61 Metallic Grey lacquer. The push-rods and engine case were painted with C2 Gloss Black, while the remaining parts received LP-38 Flat Aluminium before the engine could be assembled.

Despite the instructions stating otherwise, the cowlings were left off the engine, and the powerplant itself omitted from the main assembly until much later in the build, to facilitate easier painting. The top of the lower wings was painted with XF-62 Olive Drab. This was so they could be masked ahead of the fuselage receiving light grey. Although ICM stated a pale blue for the underside colour, it recommended XF-19 Sky Grey. This was used and did not appear blue in tone, but was seemingly well matched to reference images. This was then masked and the remainder of the Olive Drab was applied to the upper fuselage surfaces.

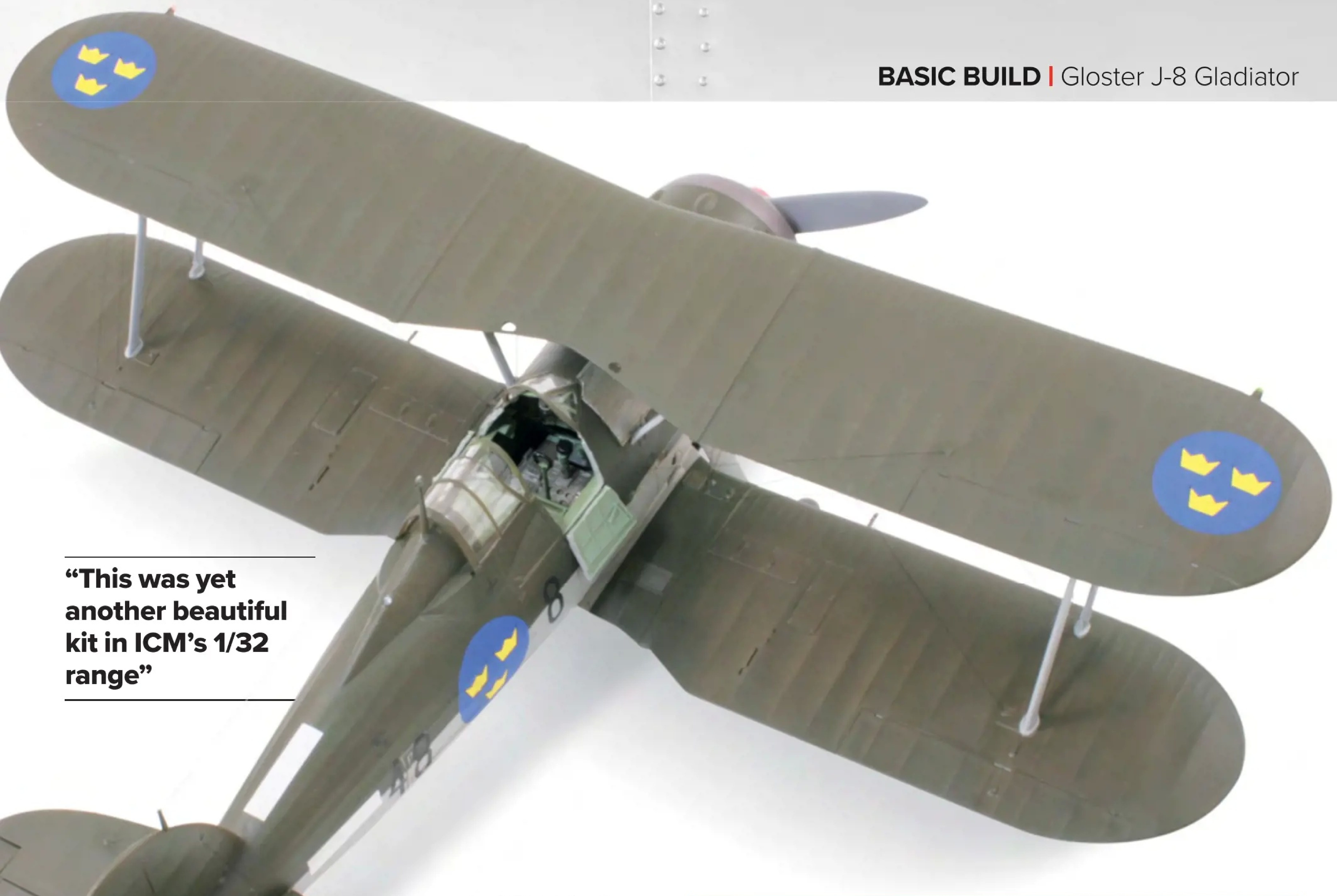
Metallic shades

After the paint had dried thoroughly, the radiator was brush-painted with C8 Silver, and the exhaust parts on the cowling pieces received X-33 Bronze, applied via a thin brush. Gun barrels were also painted at this stage, with LP-61 Metallic Grey. Once all painting was completed, Mr. Color GX100 Clear Gloss lacquer was applied to ready the model for the sparing number of decals it required. It is interesting to note that the gloss varnish shifted the hue of the Olive Drab and Sky Grey, darkening both tones slightly.

ICM's decals were, yet again, superb… being thin enough to conform to surface detail without any hassle, and well printed with bright, rich and opaque colours… especially important for the Swedish Air Force 'triple crown' insignia. Decal application was followed by a panel line wash, making use of AMMO's Starship Wash yet again. The Gladiator had many more panel lines and other detail to accentuate compared



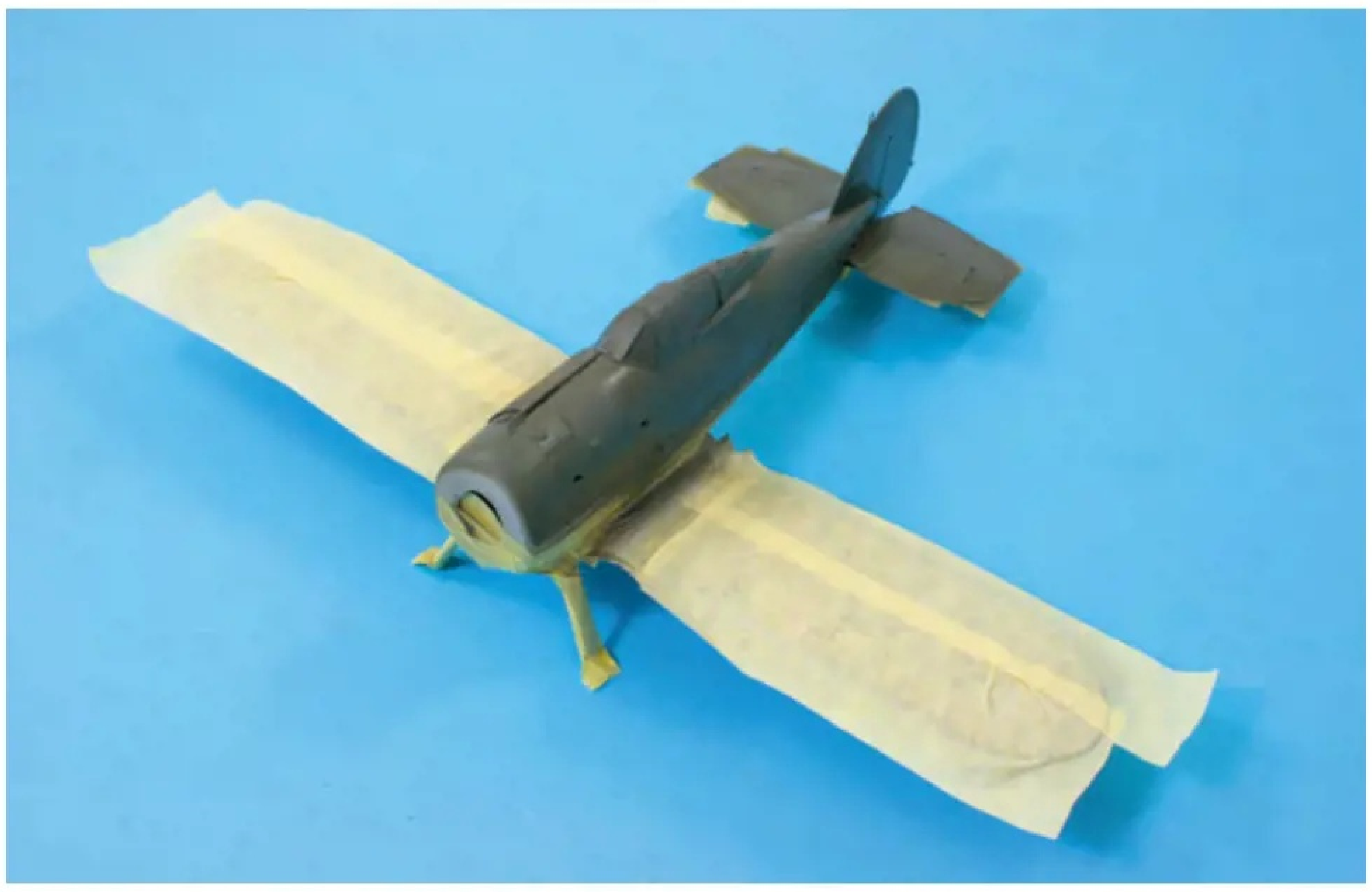
▲ The highly detailed Bristol Mercury IX comprised individual parts, including the exhaust collector ring. All were painted according to reference images rather than ICM's paint guide, for the utmost accuracy.



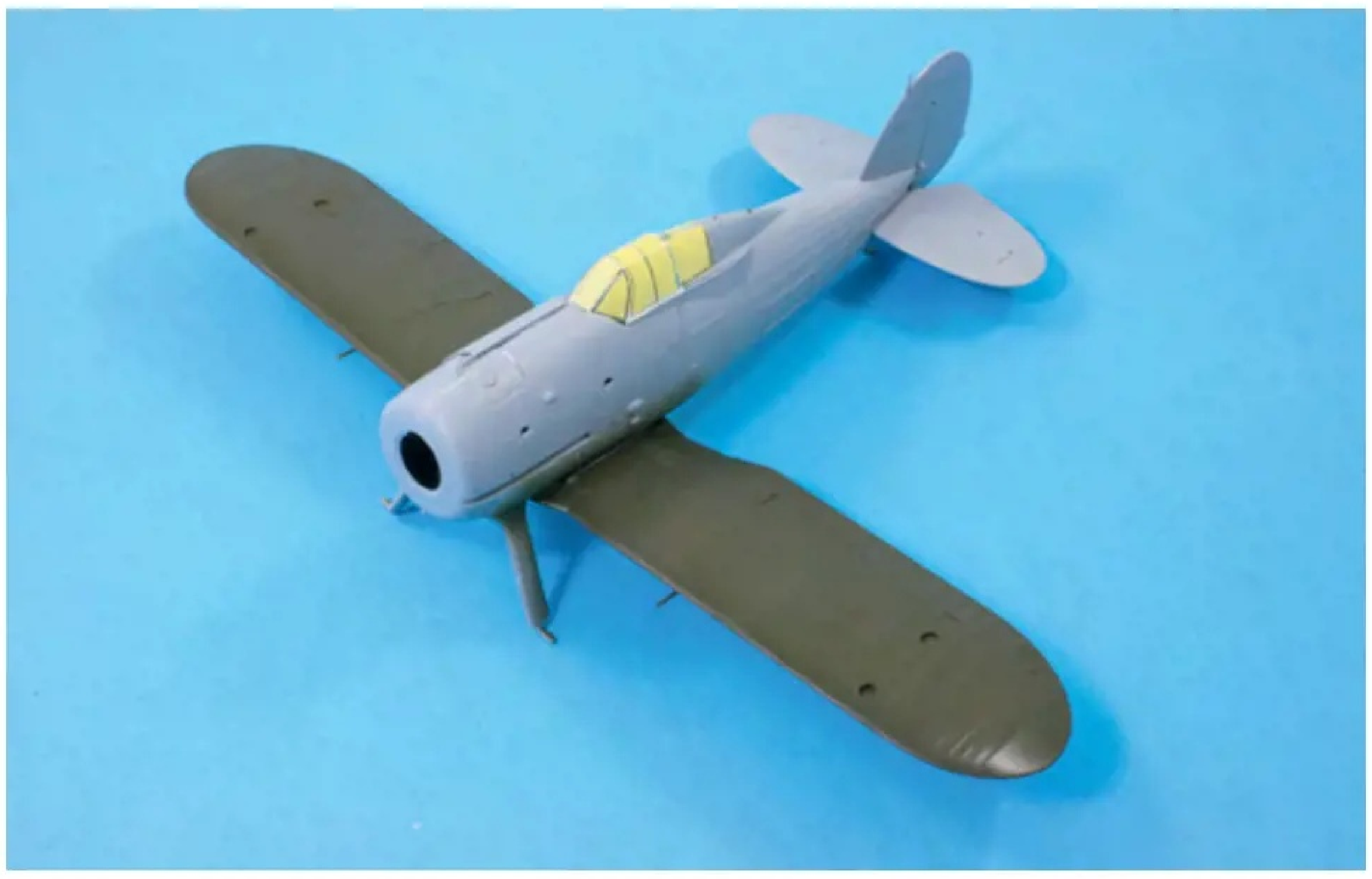
> **“This was yet another beautiful kit in ICM’s 1/32 range”**

with the rest of ICM’s 1/32 aircraft, which lent itself to pursuing a suitably weathered appearance, paired with the slightly patchy Olive Drab on the fabric surfaces.

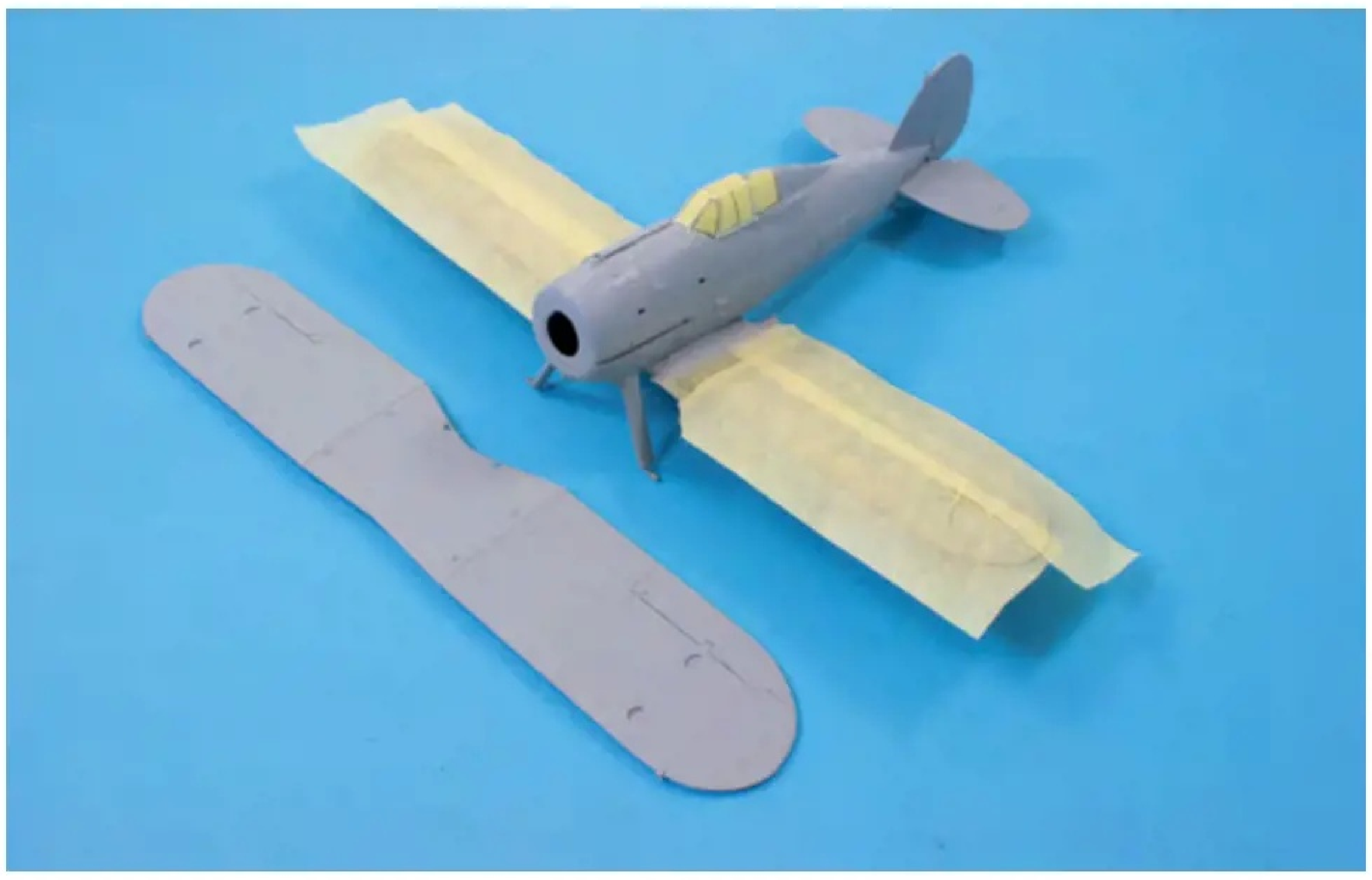
It was at this stage that the engine, exhausts and cowlings were attached. The J-8 release featured different cowling panels to those supplied on the standard runners, as the J-8 featured a bespoke air filter just below the engine. It also had a different pitot tube, so an alternative wing strut (for mounting) was also supplied. There were several fit issues with the wing struts, as the four inner examples seemed to be a little too short… but once aligned located well enough. Superglue was applied to the strut-wing joins to strengthen them and



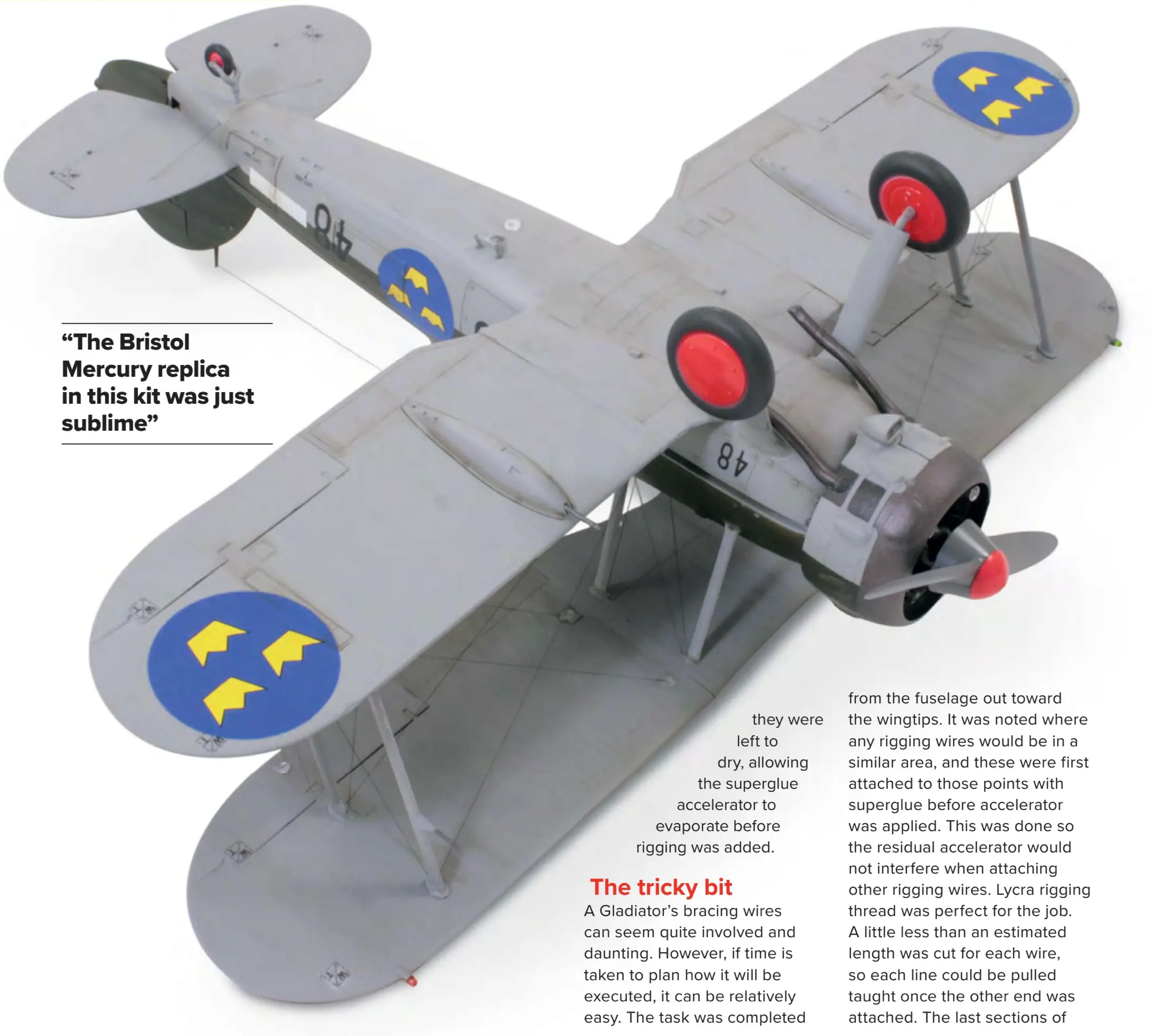
▲ The grey was then masked, allowing the Olive Drab on the fuselage to be painted.



▲ The top of the lower wing was painted first as it was easier to mask this and paint the grey than to do the opposite.



▲ With the top of the lower wing masked, the grey could be applied to the underside and fuselage lower half.

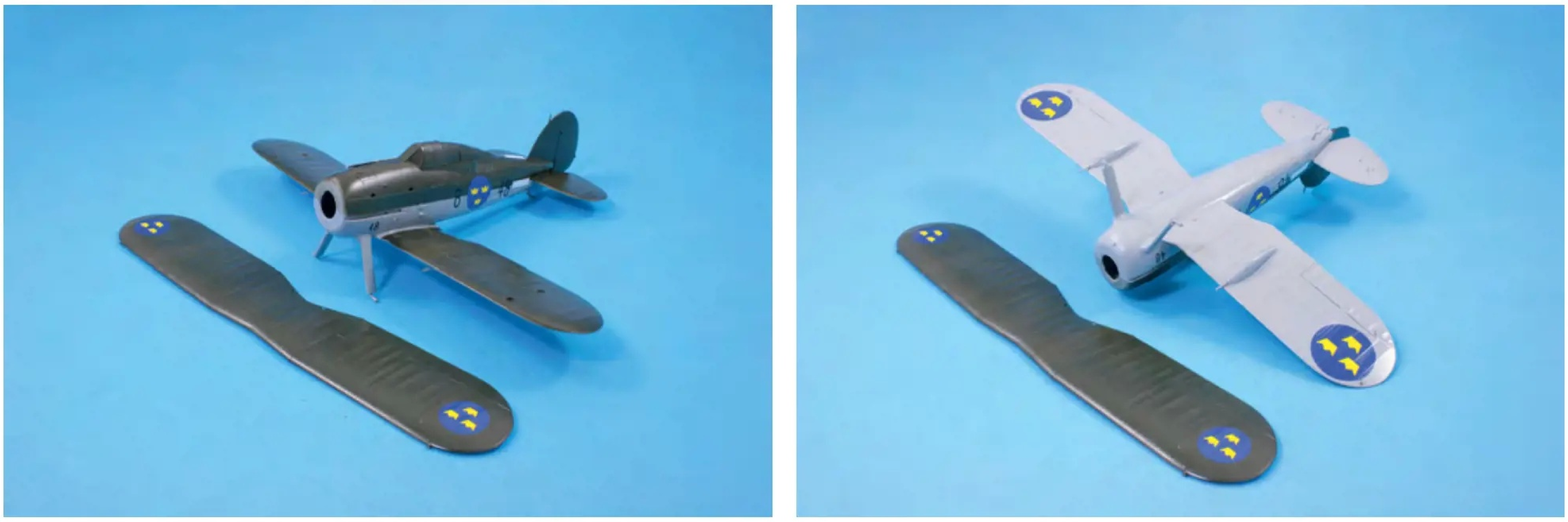


“The Bristol Mercury replica in this kit was just sublime”

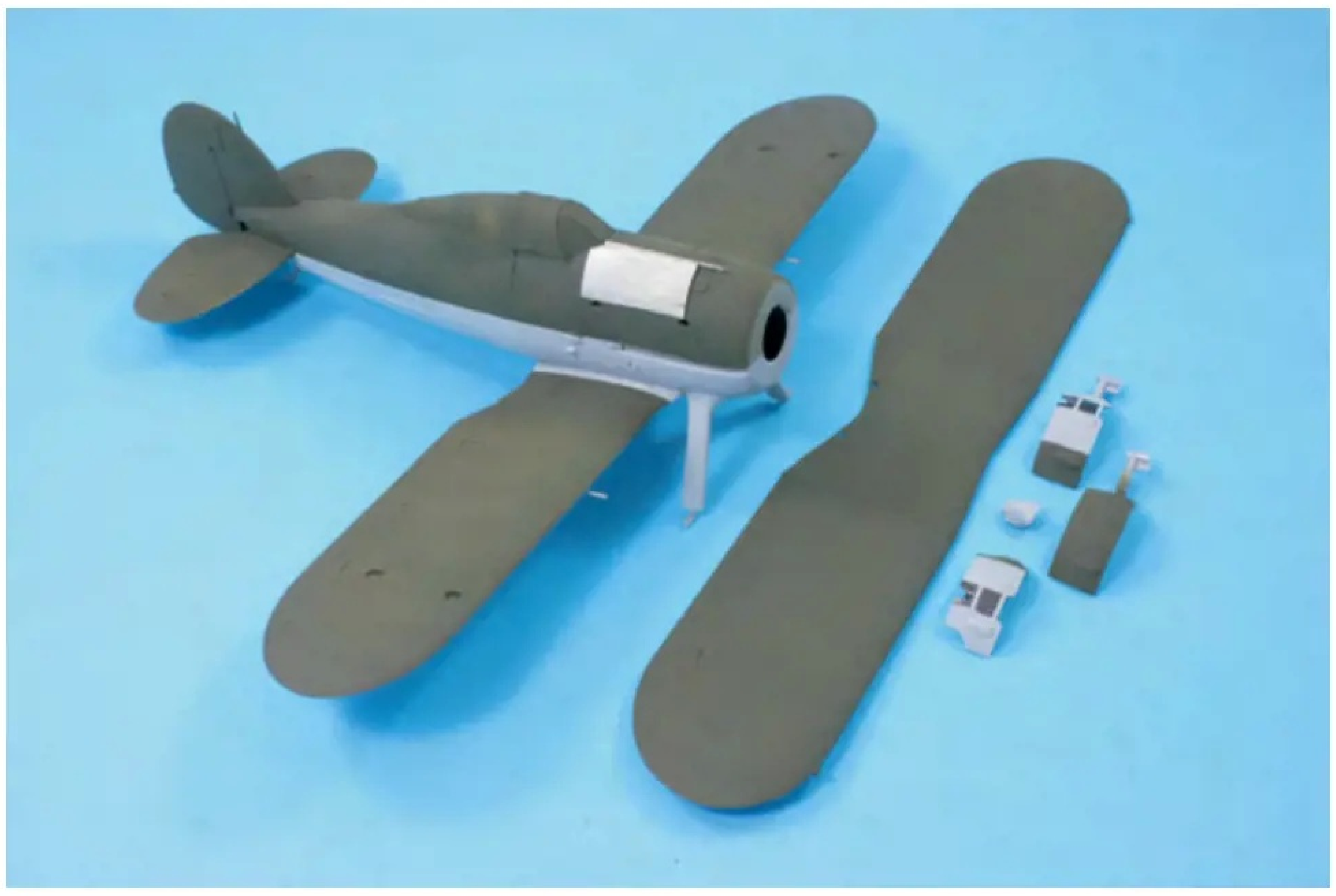
they were left to dry, allowing the superglue accelerator to evaporate before rigging was added.

The tricky bit

A Gladiator’s bracing wires can seem quite involved and daunting. However, if time is taken to plan how it will be executed, it can be relatively easy. The task was completed from the fuselage out toward the wingtips. It was noted where any rigging wires would be in a similar area, and these were first attached to those points with superglue before accelerator was applied. This was done so the residual accelerator would not interfere when attaching other rigging wires. Lycra rigging thread was perfect for the job. A little less than an estimated length was cut for each wire, so each line could be pulled taught once the other end was attached. The last sections of



▲ ICM’s decals were excellent, conforming to raised and recessed features perfectly.



▲ The radiator was carefully brush-painted, as were the exhaust parts on the cowlings. This prepped the model for its pending gloss coat.

▲ AMMO's Starship Wash was applied to the panel lines to accentuate them, these being more present on the Gladiator than other ICM 1/32 biplanes.

▲ The engine, exhausts and cowlings were ready to be applied, which would give the model close to its full outline.

▲ Upper wing attached, along with the eight individual interplane struts. Note the alternate pitot tube strut, which differed from those on British airframes.

▲ After a coat of VMS Satin Varnish sealed everything, splashes of colour came via the propeller and wheels.

rigging involved the aerial wire, which was attached to a central point atop the aerial itself.

A sealing coat of VMS Satin Varnish was applied to mute the gloss finish, as well as de-gloss the superglue at the rigging attachment points. All that was left at this stage were the wheels, propeller and lights. The wheels were first assembled before the seam was sanded and the tyre portions received Mr. Hobby H77 Tire Black. The hubs of the wheels, as well as the propeller hub, were primed with LP-2 Gloss White before LP-7 Gloss Red was applied. As for the propeller itself, that was assembled and painted as per the instructions. These were then all attached, along with the lights and the pilot's step. Wing-tip lights were painted X-27 Clear Red and X-25 Clear Green, the doors could be removed, canopy unmasked and cockpit finished in the open position.

Super Swede

This was yet another beautiful kit in ICM's 1/32 range, which offered a pleasing choice of schemes. The addition of the ski undercarriage for the Finnish liveries ensured a rather different look to this otherwise iconic aircraft. Featuring beautiful moulding and well-fitting parts, this was a dream kit for those wanting to venture into larger scales without taking up too much display space.

MATERIALS AT A GLANCE

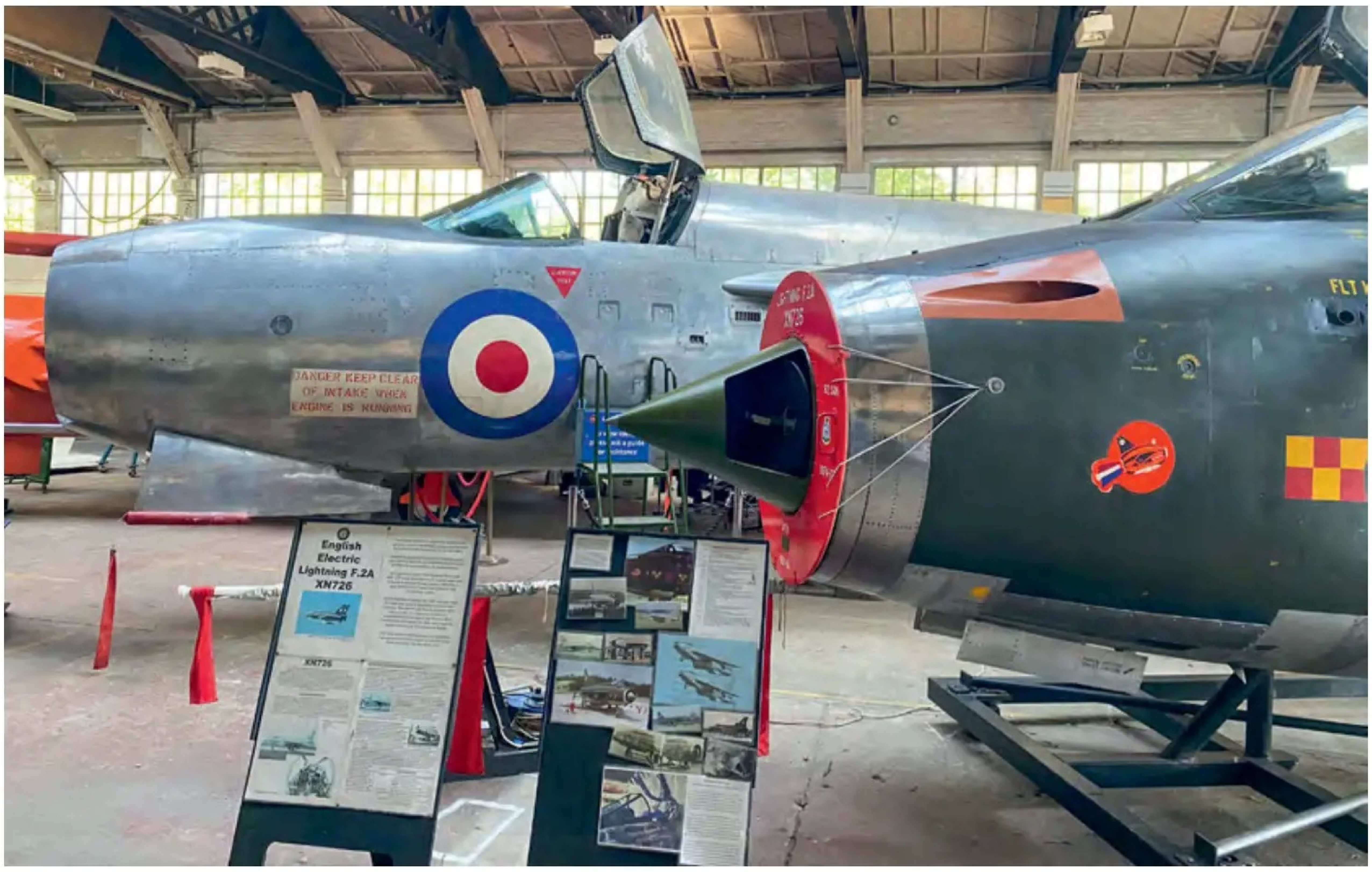
AMMO (www.migjimenez.com)
A.MIG-1009 Starship Wash

Mr. Color/Hobby (www.albionhobbies.com)
C2 Gloss Black
C8 Silver
GX100 Clear Gloss lacquer
H77 Tire Black

Tamiya (www.hobbyco.net)
LP-7 Gloss Red
LP-38 Flat Aluminium
LP-61 Metallic Grey
X-18 Semi-Gloss Black
X-27 Clear Red
X-25 Clear Green
X-33 Bronze
XF-1 Flat Black
XF-19 Sky Grey
XF-21 Sky
XF-62 Olive Drab

VMS (www.albionhobbies.com)
HD Satin Varnish

Increasing the reference stash!



▲ **It doesn't get more Cold War than this – the nose of an English Electric Lightning F.2A, which, if not fully complete, stands in front of its predecessor, the prototype P.1A, WG763.** (All photos Glenn Sands)

There's always something special about an aerojumble for aircraft modellers. Sure, we have the 'kit wants list' tucked away in a pocket whenever a model show is on, but these events are slightly different, being about sourcing references, such as books, old photos, or something completely unexpected, acting as inspiration for a future build. With this in mind, the Boscombe Down Aviation Collection (BDAC) Museum at Old Sarum Airfield, Salisbury, was the venue for Aerojumble '25, on May 10.

With the prospect of full-size aircraft and a plethora of Cold War-era fast-jet cockpits on display to examine and photograph, plus a selection of traders, it was ideal for aircraft modellers seeking references and putting the 'kit stash increase' on hold for a day. Well-known traders Aerobilia and The Aviation Bookshop had plenty of long-sought-after secondhand books for sale at reasonable prices, along with period photos and, in some cases, squadron patches, all of which can enhance a finished model display. Who can resist a completed RAF Harrier model positioned carefully next to a squadron patch?

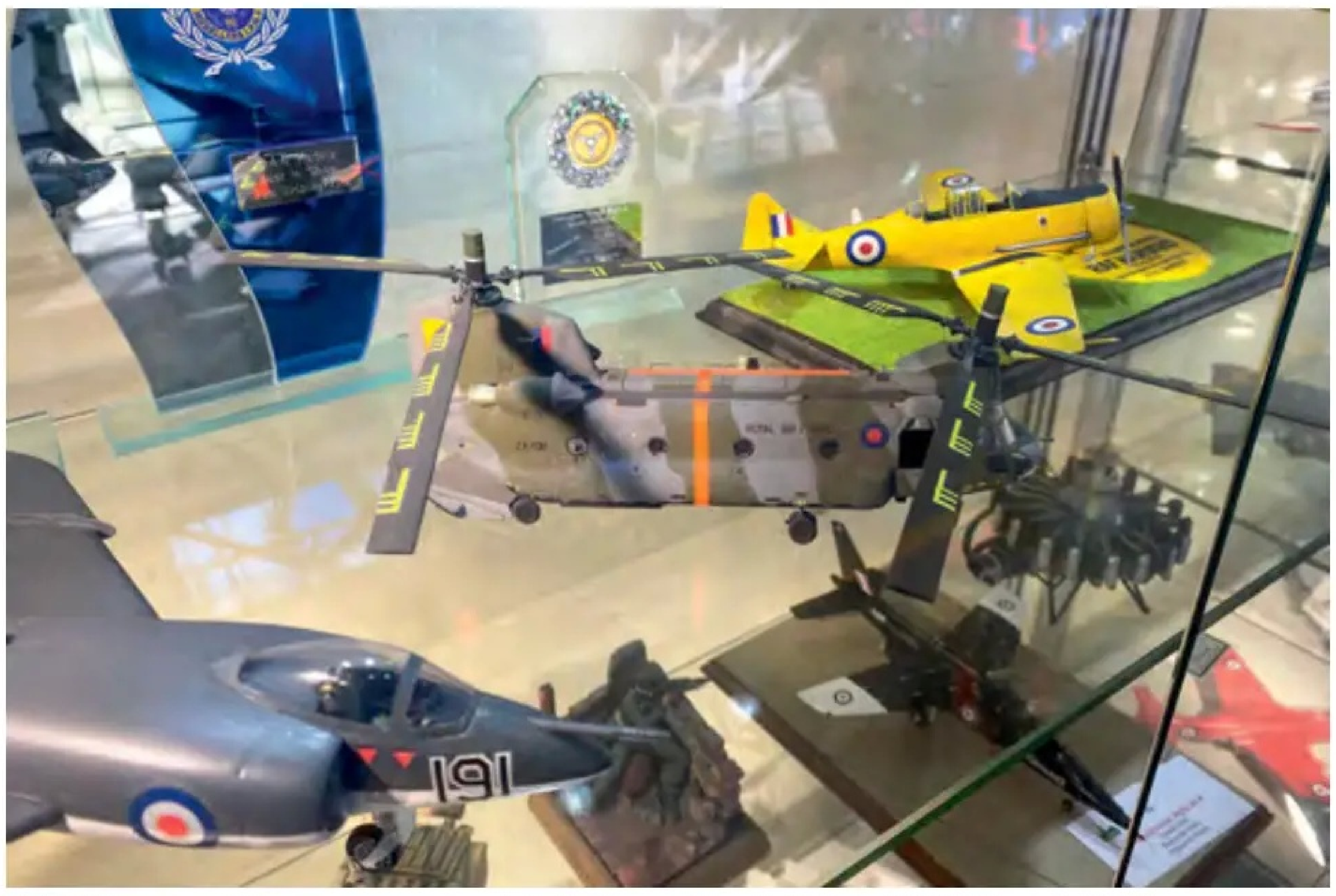
The BDAC's very own IPMS branch had a display at the show, which included a lovely presentation of 1/48 Beaufighters completed by Sandy Beattie in various camouflage schemes and variants. There was also a healthy selection of secondhand model kits for sale.

During the day, the museum sometimes took on the air of a library, with the quiet only disturbed by visiting dedicated aviation enthusiasts, all heads down, concentrating on searching through boxes of old photos or stacks of books, and carefully sorting through piles of kit boxes.

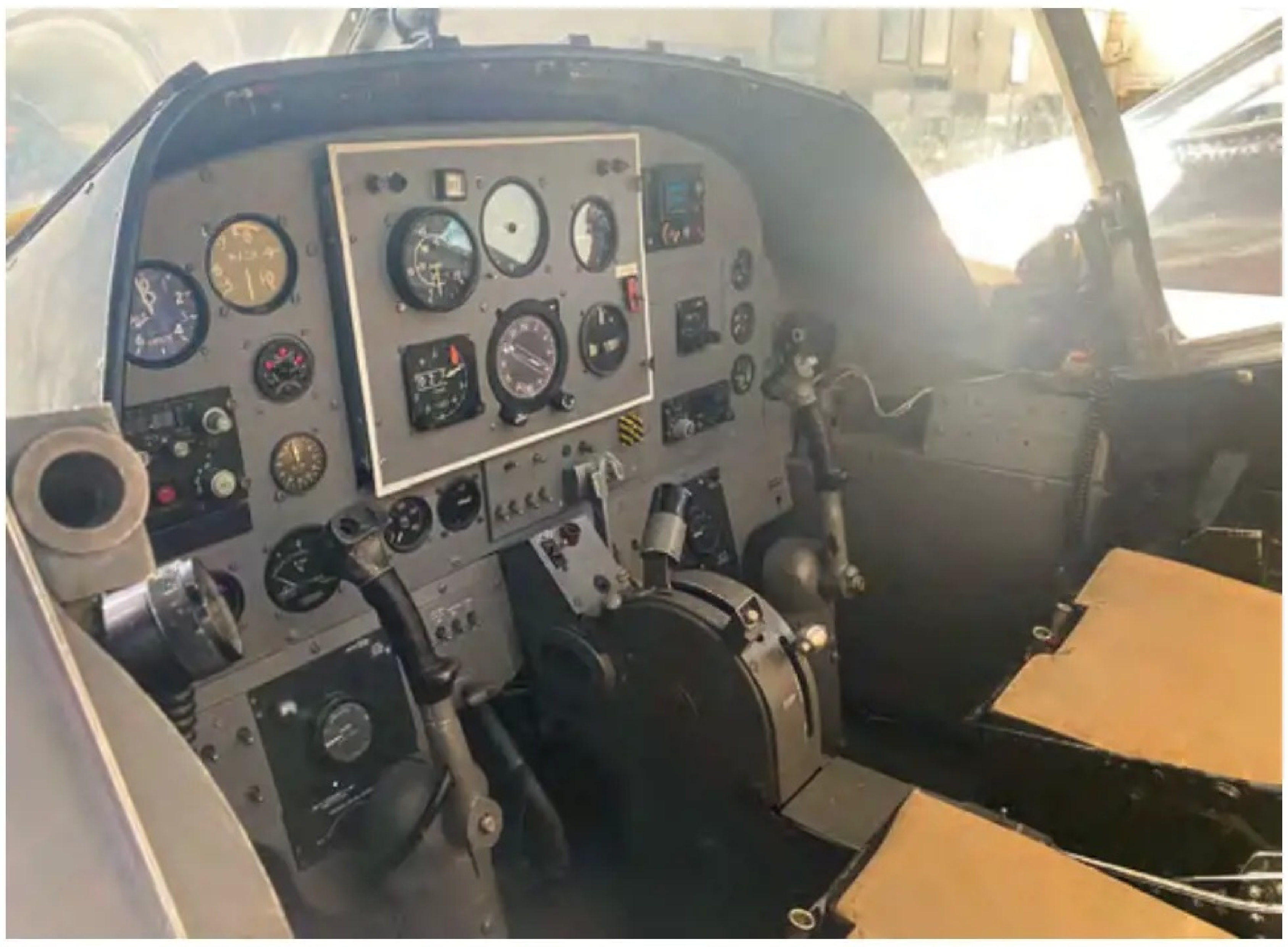
It was another impressive event organised by the members of the BDAC, and for aviation modellers, it's a must-attend event for next year. More on the museum is available at: www.boscombedownaviationcollection.co.uk

Glenn Sands

▲ **What's not to like about the classic RAF training colours on a Jet Provost T.4P/5, XS231? The museum volunteers ensure these cockpit sections on display are as accurate as possible by sourcing and adding extra pieces of service equipment.**



▲ **Within one of the museum model display cabinets is this 1/72 Chinook HC.1, representing a variant that served at Boscombe Down for rotor-blade trials work, with additions to each rotor head and multiple test reference markings. I plan to have at least one of my Airfix Chinooks wearing a similar scheme.**



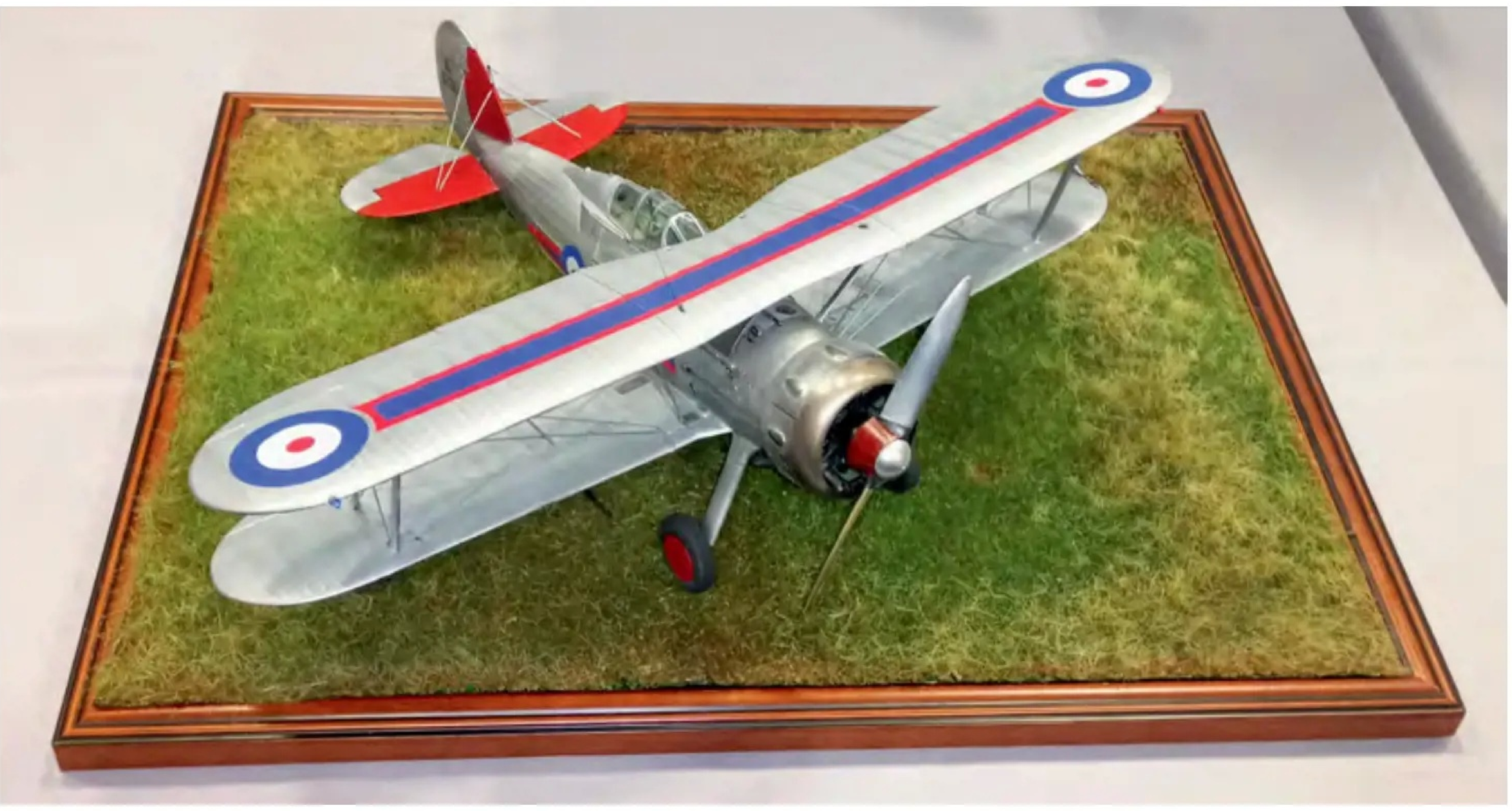
▲ **The cockpit of Jet Provost XS231 provides a host of reference details for those who may have a few Airfix kits in their stash.**

South Coast Sensation

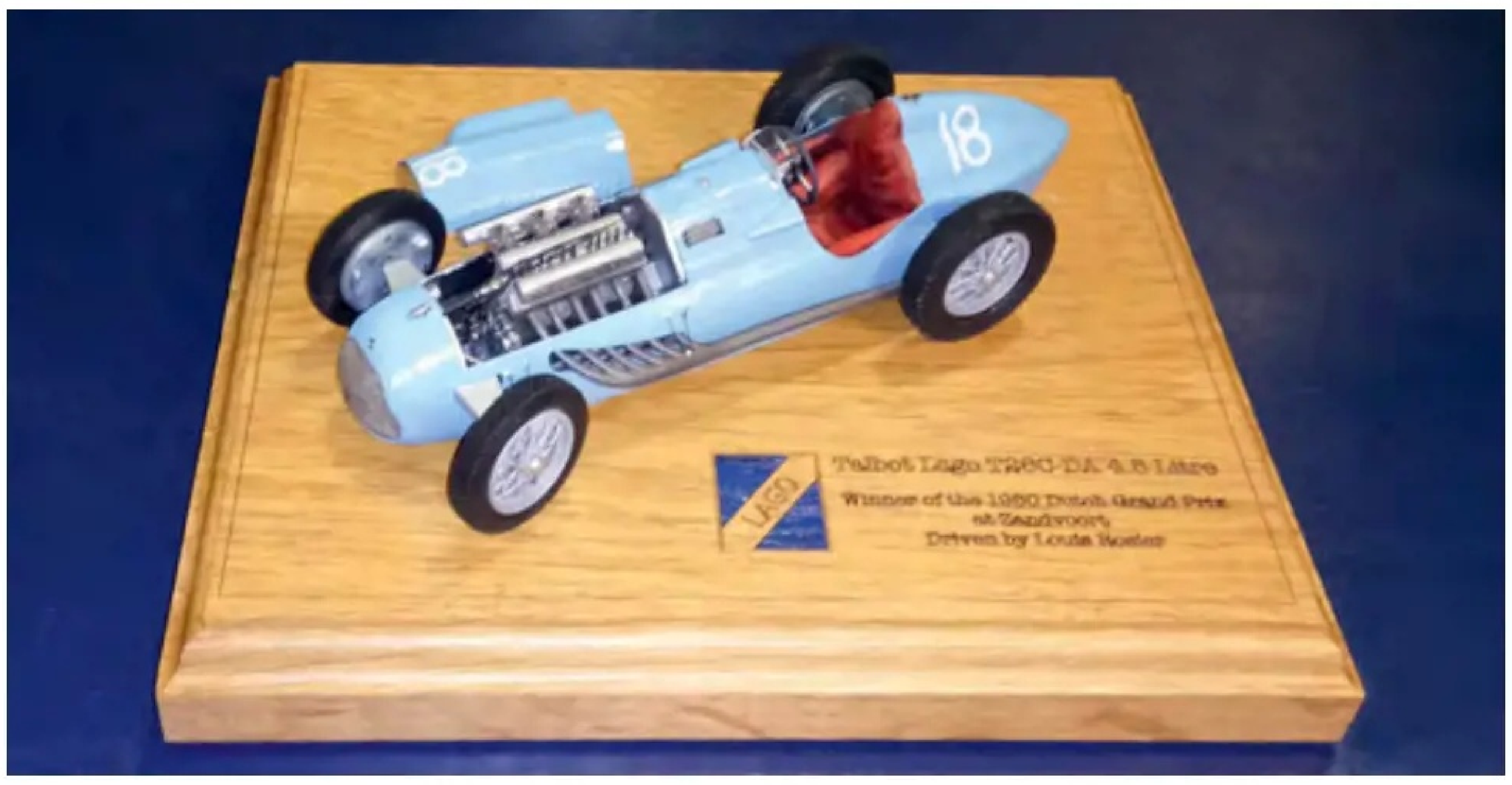
Taking place on April 12, this year's exhibition staged by the Poole Vikings Model Club/IPMS Dorset was another successful and well attended event to add to this long-standing group's many achievements. Located at its established home of Parkstone Grammar School in Poole, for the third year running the show was held in the extensive sports hall and its anterooms on the venue's large academic campus. Excellent weather guaranteed a sizeable turn-out by members of the public, aided by a successful publicity campaign prior to the event.

Further details of the Poole Vikings Model Club and its activities can be found at https://poolevikingsblog.wordpress.com

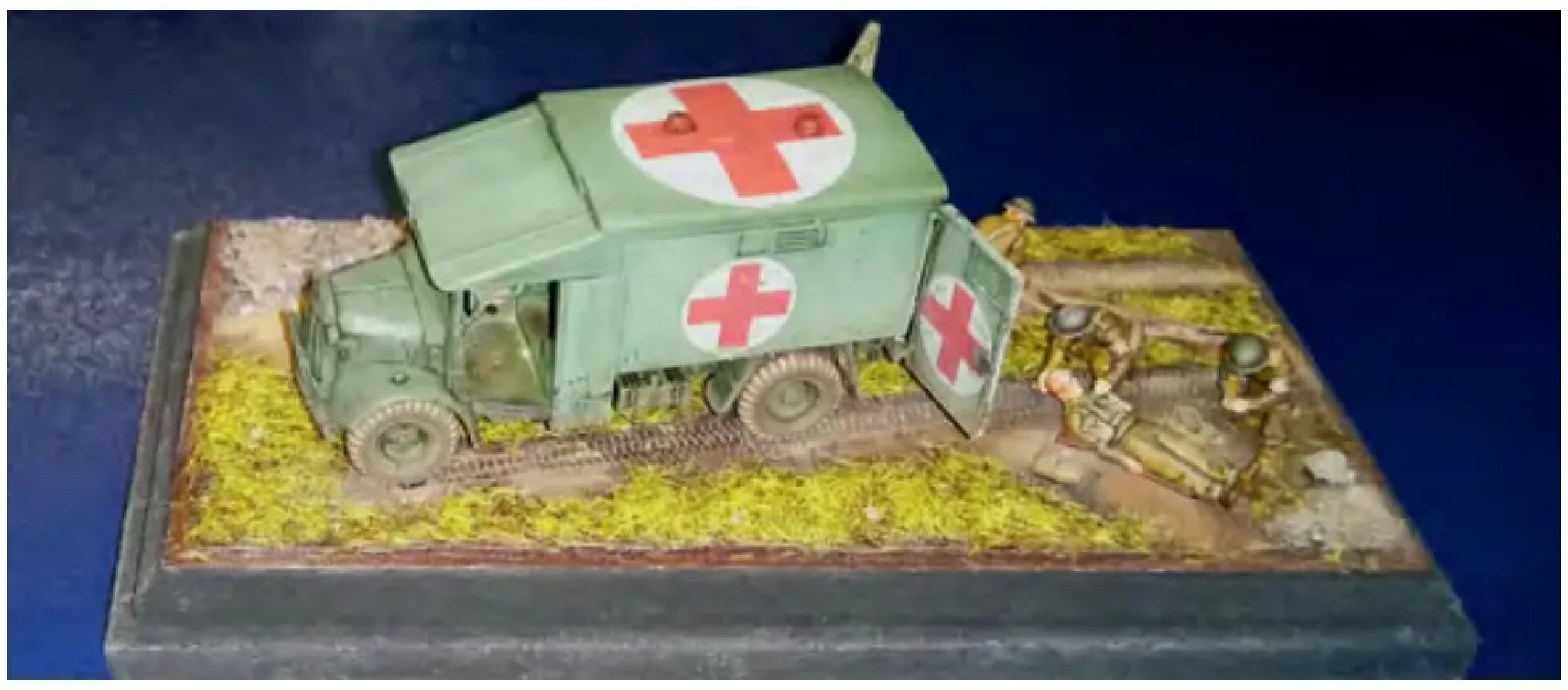
Malcolm V Lowe



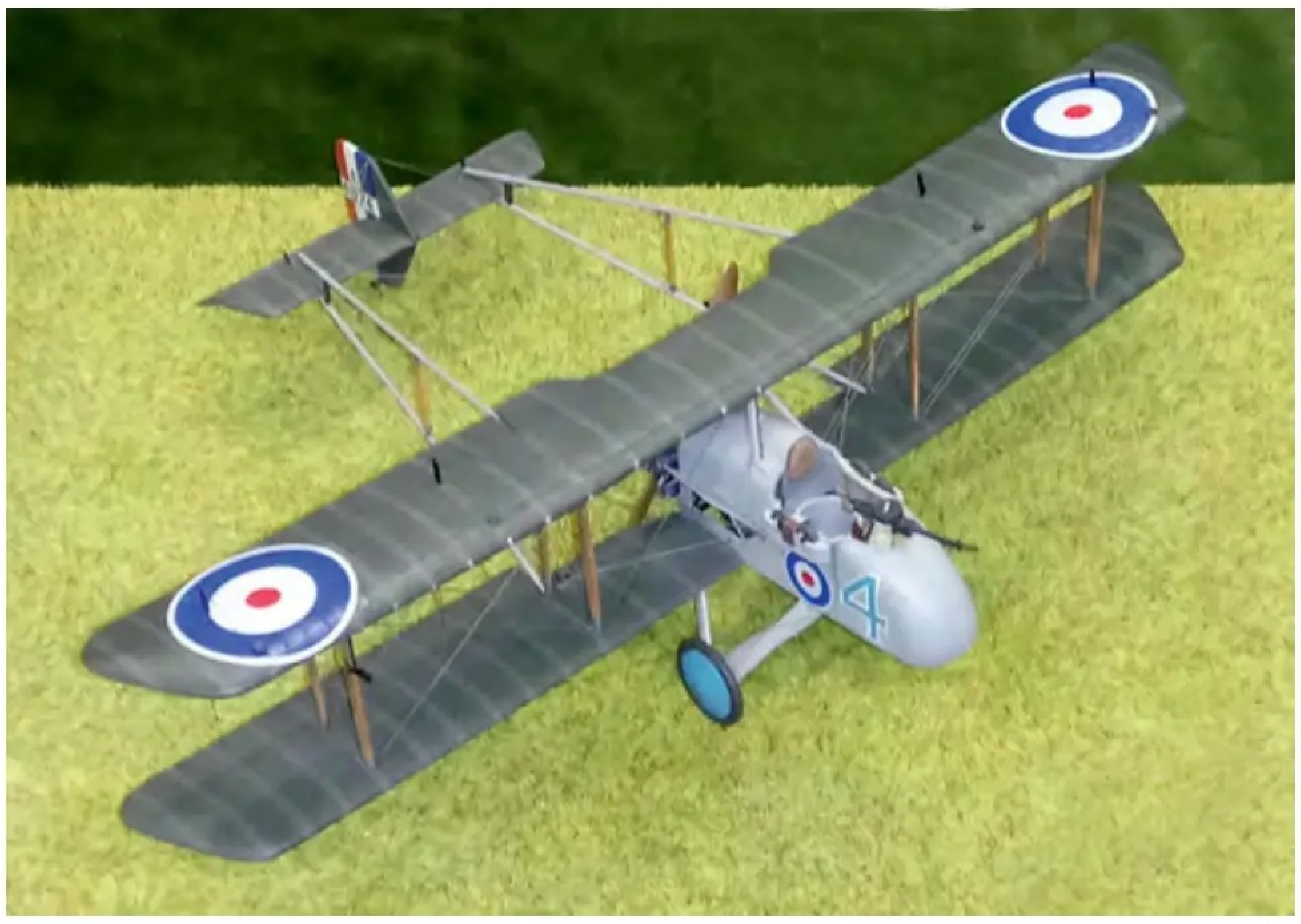
▲ **Dave Pogson of Romsey Modellers/IPMS Romsey presented his beautifully made ICM 1/32 Gloster Gladiator in RAF pre-World War Two markings.** *(All photos by Malcolm V Lowe)*



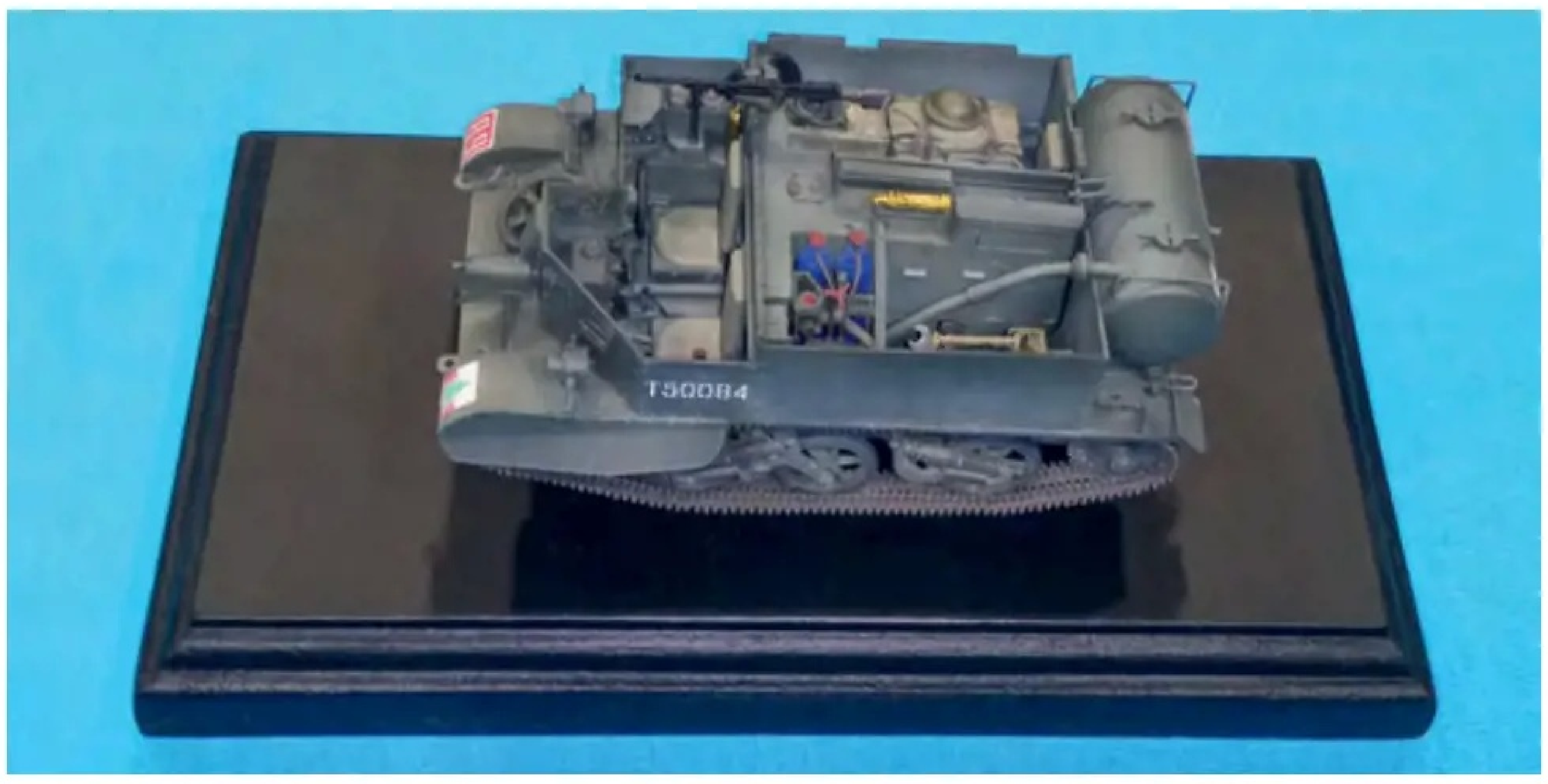
▲ **The venerable Heller 1/24 Talbot Lago racing car was given an effective makeover by IPMS Exeter's Pat Cash to neatly replicate the 1950 Dutch Grand Prix winner.**



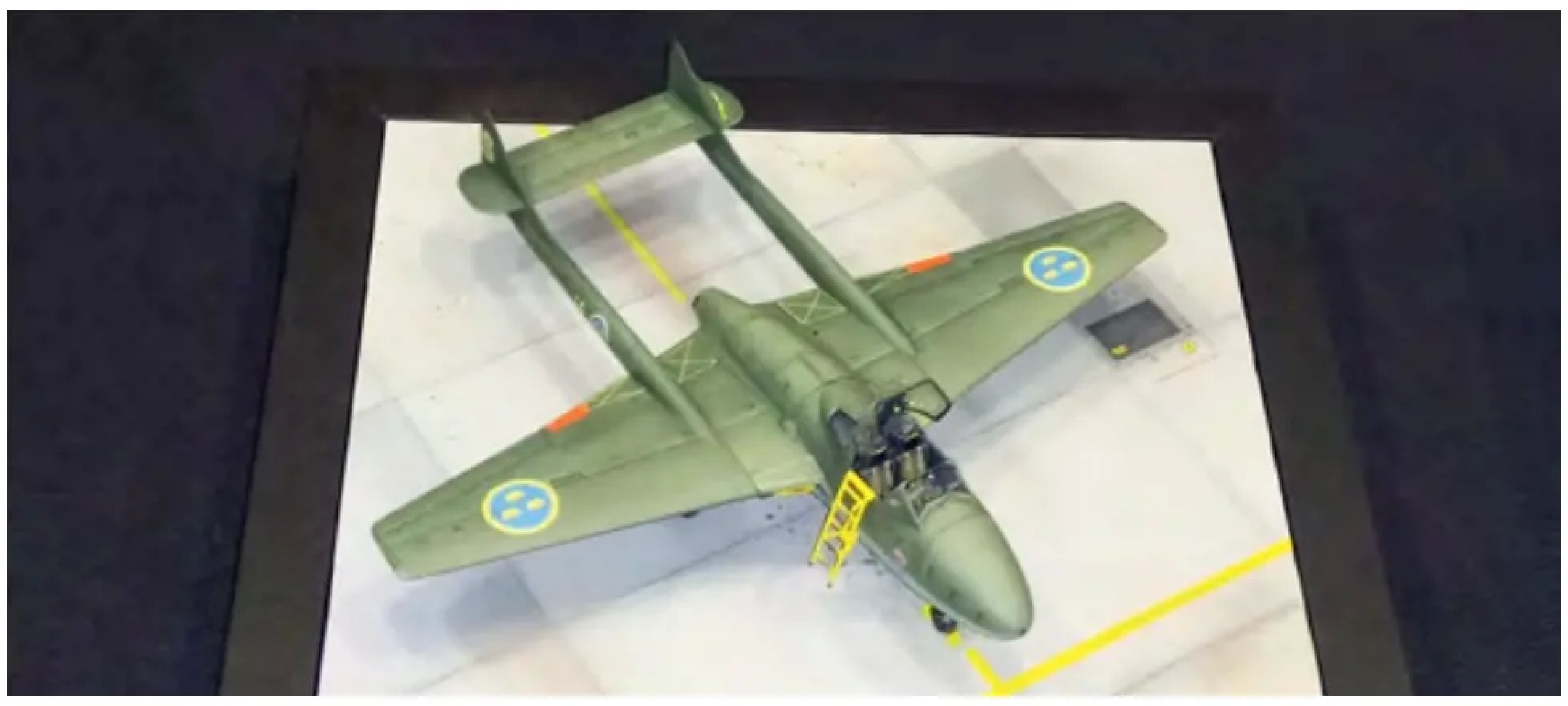
▲ **Zvezda figures were posed by Andy Lock of IPMS Exeter with the time-honoured Airfix 1/76 Austin K2 ambulance to make a World War Two casualty scene.**



▲ **Hugh Beyts from Berkshire's Earley Risers showcased his extensive modelling skills with this superb scratch-built 1/48 Royal Aircraft Factory FE.8 fighter.**

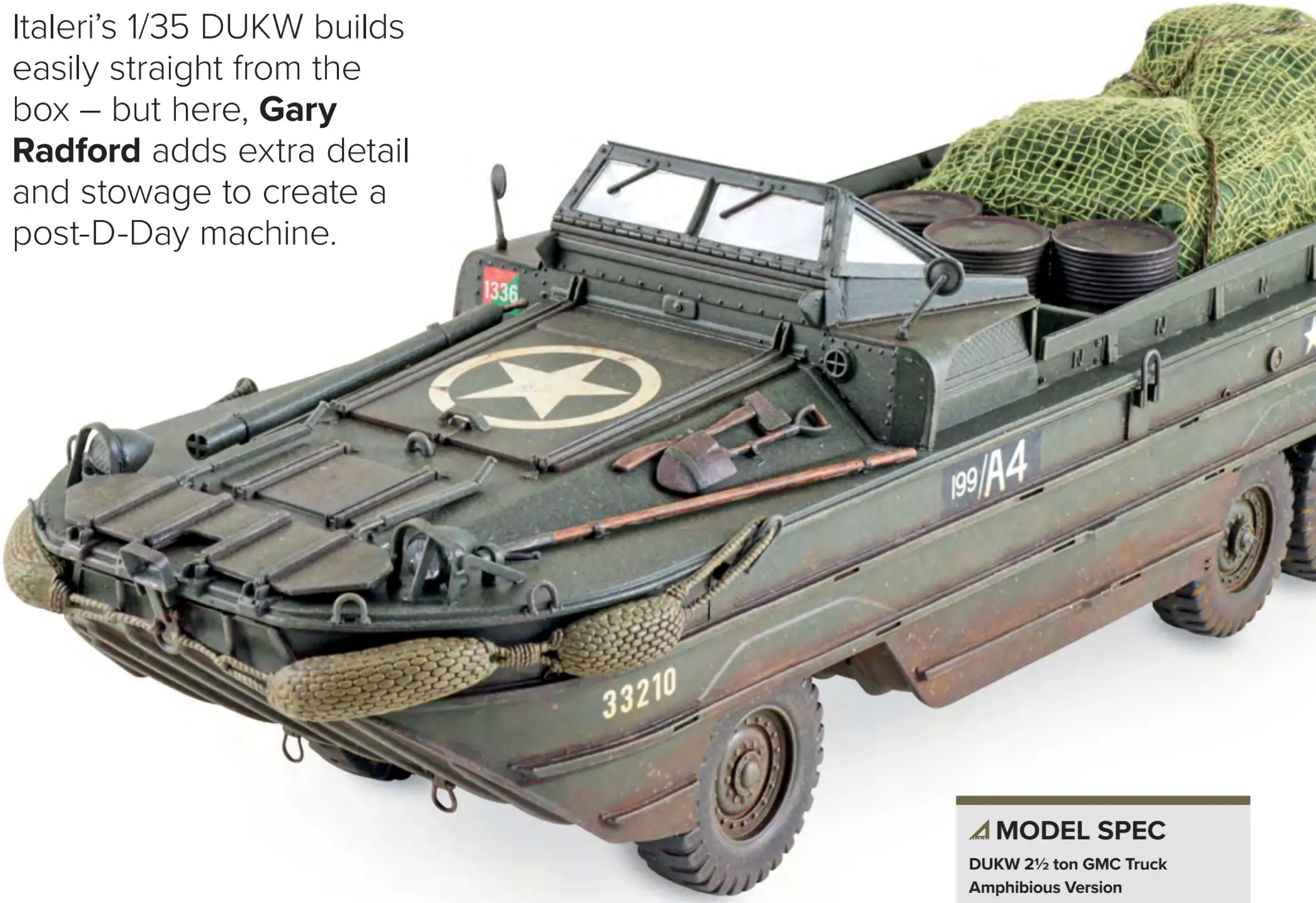


▲ **Les Clancy from the West Middlesex Scale Model Club included among his 1/35 military vehicles this Riich.Models Wasp flamethrower with many additional details added.**



▶ **The Airfix 1/72 de Havilland Vampire two-seater was completed by Andy White of IPMS Middleton Cheney as flown by the Swedish Air Force Historic Flight in 2006.**

Italeri's 1/35 DUKW builds easily straight from the box – but here, **Gary Radford** adds extra detail and stowage to create a post-D-Day machine.



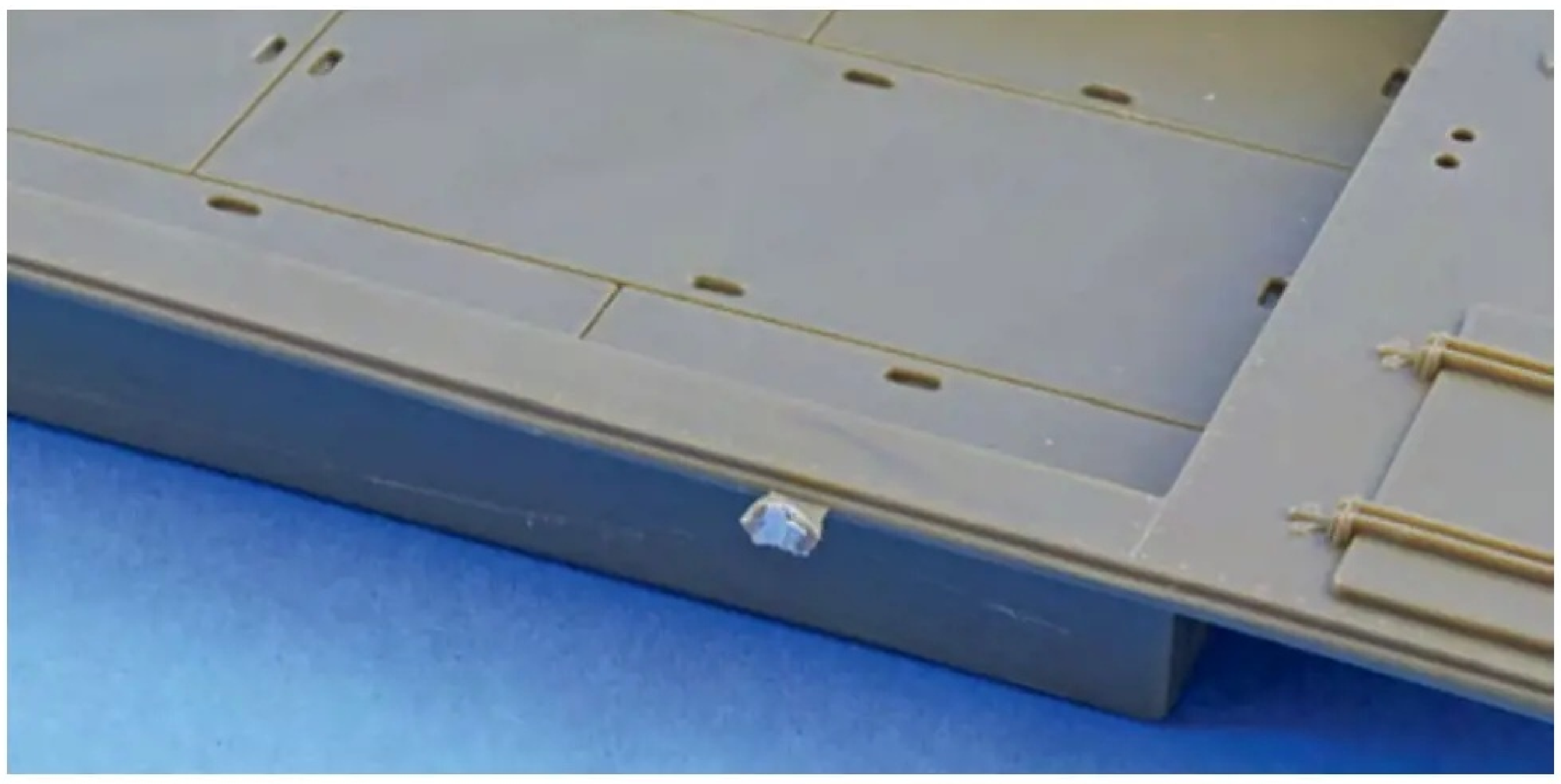
Quacking amphibian

MODEL SPEC

DUKW 2½ ton GMC Truck Amphibious Version
By: Italeri
Stock Code: 6392
Scale: 1/35
Price: £31.50
Available from: www.hobbyco.net

D'DAY
1:35
ITALERI
DUKW 2½ ton GMC truck amphibious version
N. 6392

The DUKW (D indicating the model year: 1942; U referring to the body style: utility (amphibious); K for all-wheel drive; and W for dual rear axles) was an amphibious version of the six-wheeled 2½ ton truck, built by the General Motors Truck Company (GMC). It was developed by the National Defense Research Committee and Office of Scientific Research and Development, in response to a requirement for a vehicle that could resupply forces that had just accomplished an amphibious landing. The design team was an eclectic mix: Rod Stephens Jr (from Sparkman & Stephens Inc), Dennis Puleston (a British resident in the US) and Frank W Speir (Massachusetts Institute of Technology). The initial proposal was rejected, but this was reversed after an incident involving a Coast Guard vessel that ran aground during high



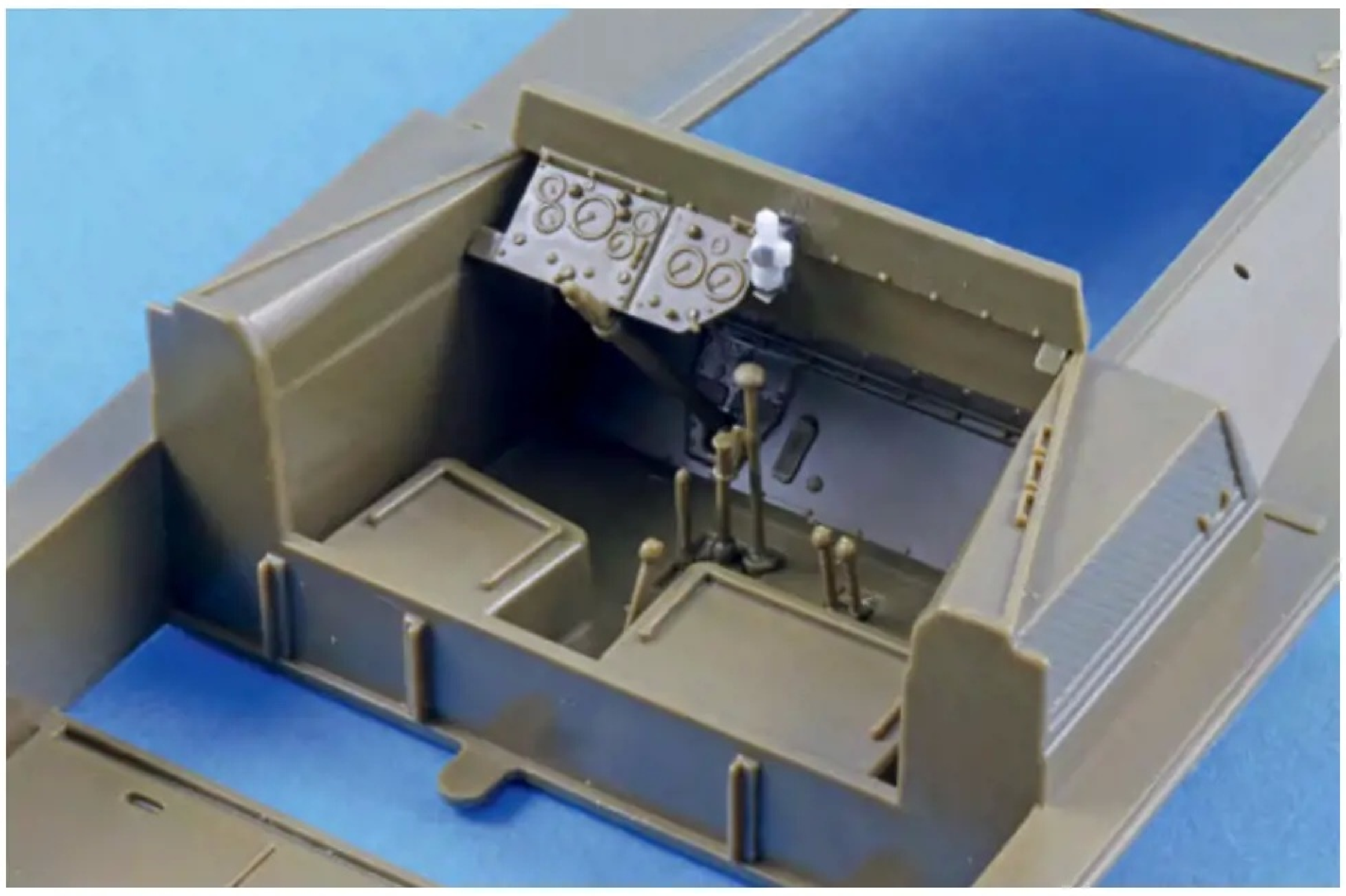
▲ There are a few quite hefty runner attachment points – as can be seen here – which are soon eliminated with a sanding stick.

winds and seas. An experimental DUKW was in the area performing a demonstration and went to assist the stricken craft when other rescue attempts had failed, rescuing the ship's crew of seven without issue. Impressed by its capabilities, the DUKW was approved for production, and it entered service in 1942. Perhaps unsurprisingly, the acronym DUKW was quickly changed to 'Duck' by crews.

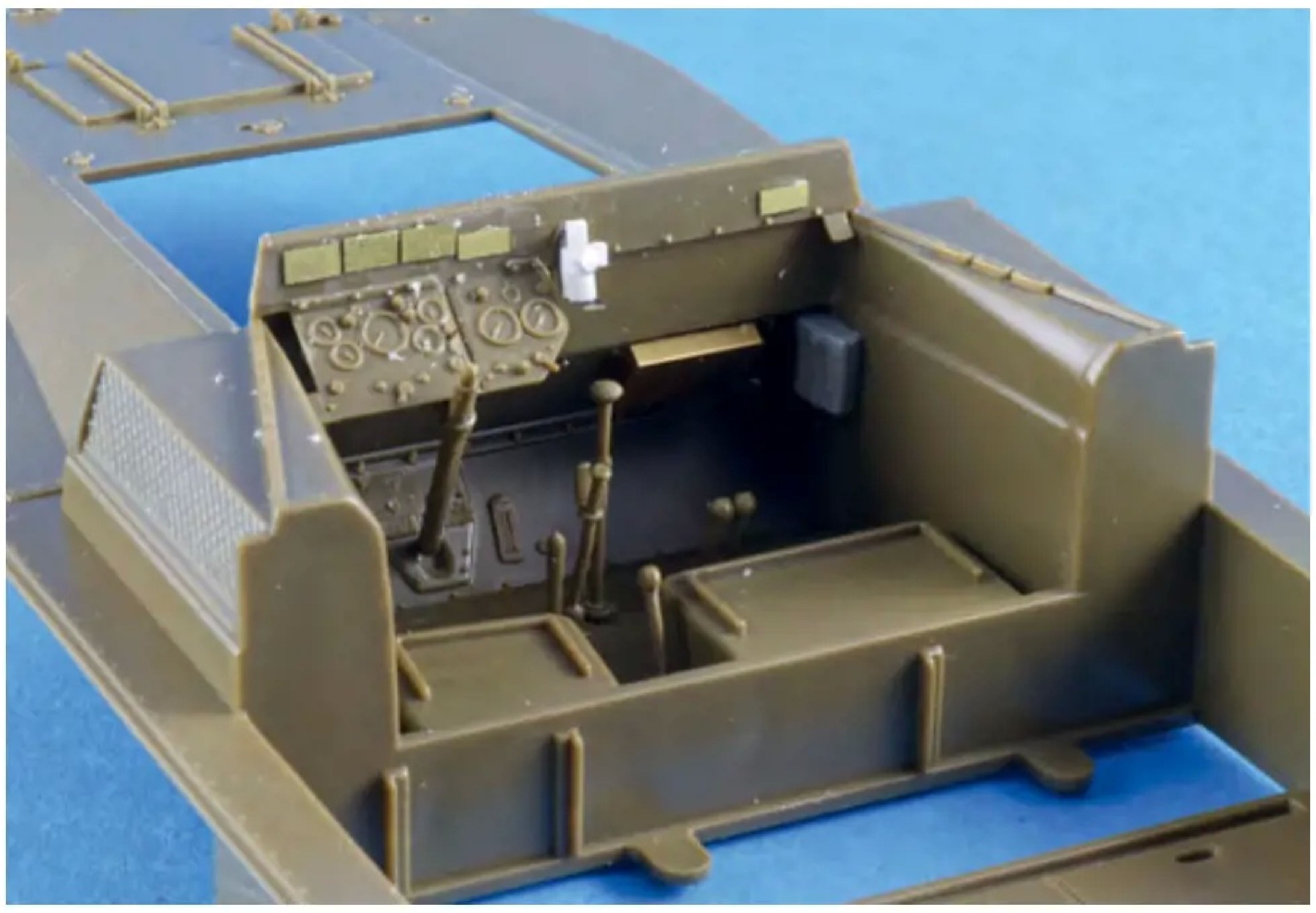
A total of 21,147 DUKWs were built between 1942-45, being supplied to the US, Britain, Australia and Russia (which also built its own version, designated BAC 485). The type was also employed during the Korean War, and the British Royal Marines finally retired the DUKW from service in 2012.

Basic styrene

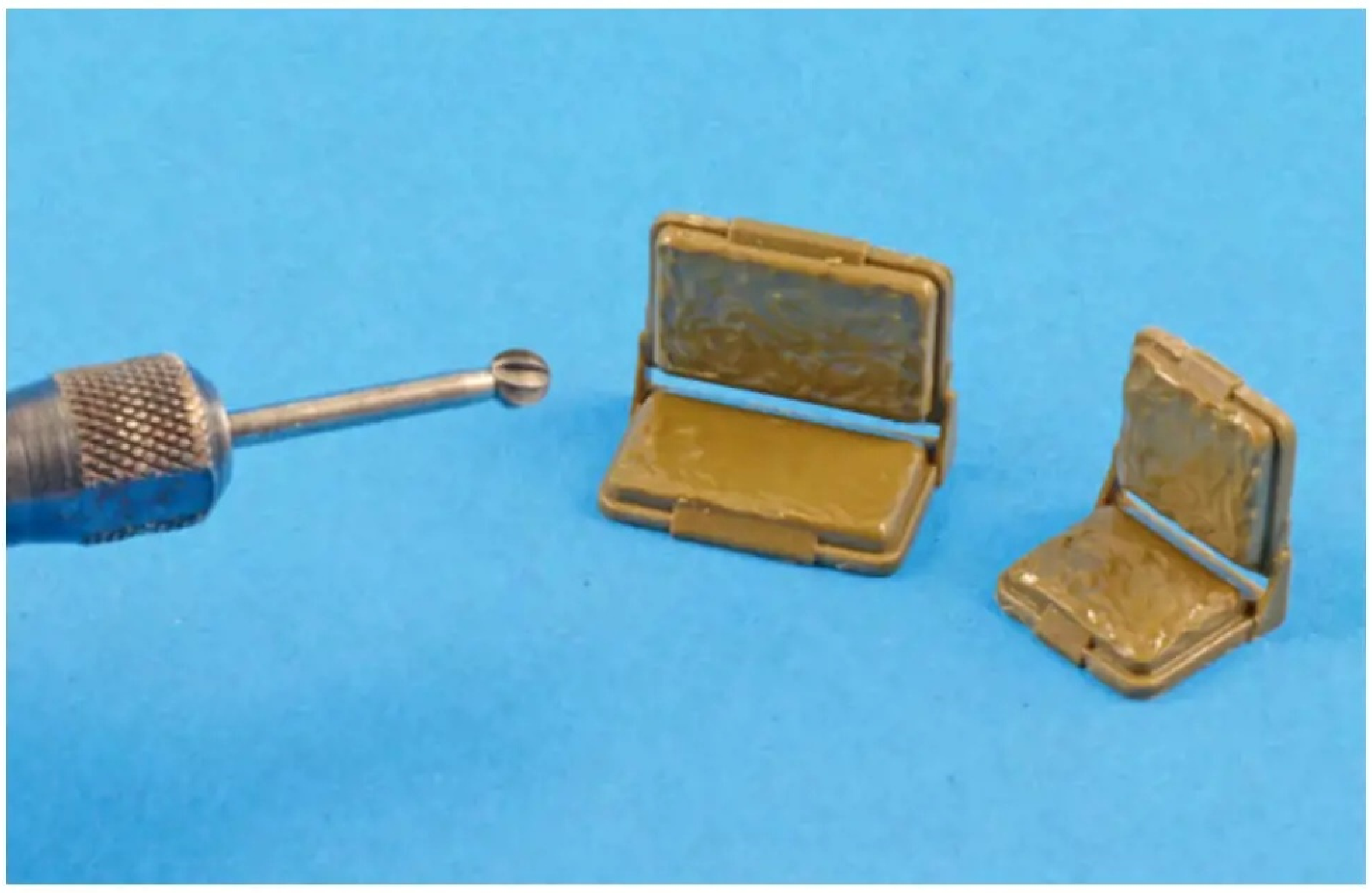
Italian company Italeri first released its DUKW kit in 2002 and over the years it has been re-released in several guises including one with a portée-mounted 105mm Howitzer. Its most recent iteration was in late 2023, with the boxtop commemorating the 80th anniversary of the D-Day landings. The contents haven't changed, though, and while not as refined as modern kits, it is still a good rendition of a popular piece of equipment. It comes moulded in Olive Drab-coloured styrene, which can tend to be slightly brittle, so take care when removing parts as some have hefty attachment points. The driver's cab is basic and could do with additional items such



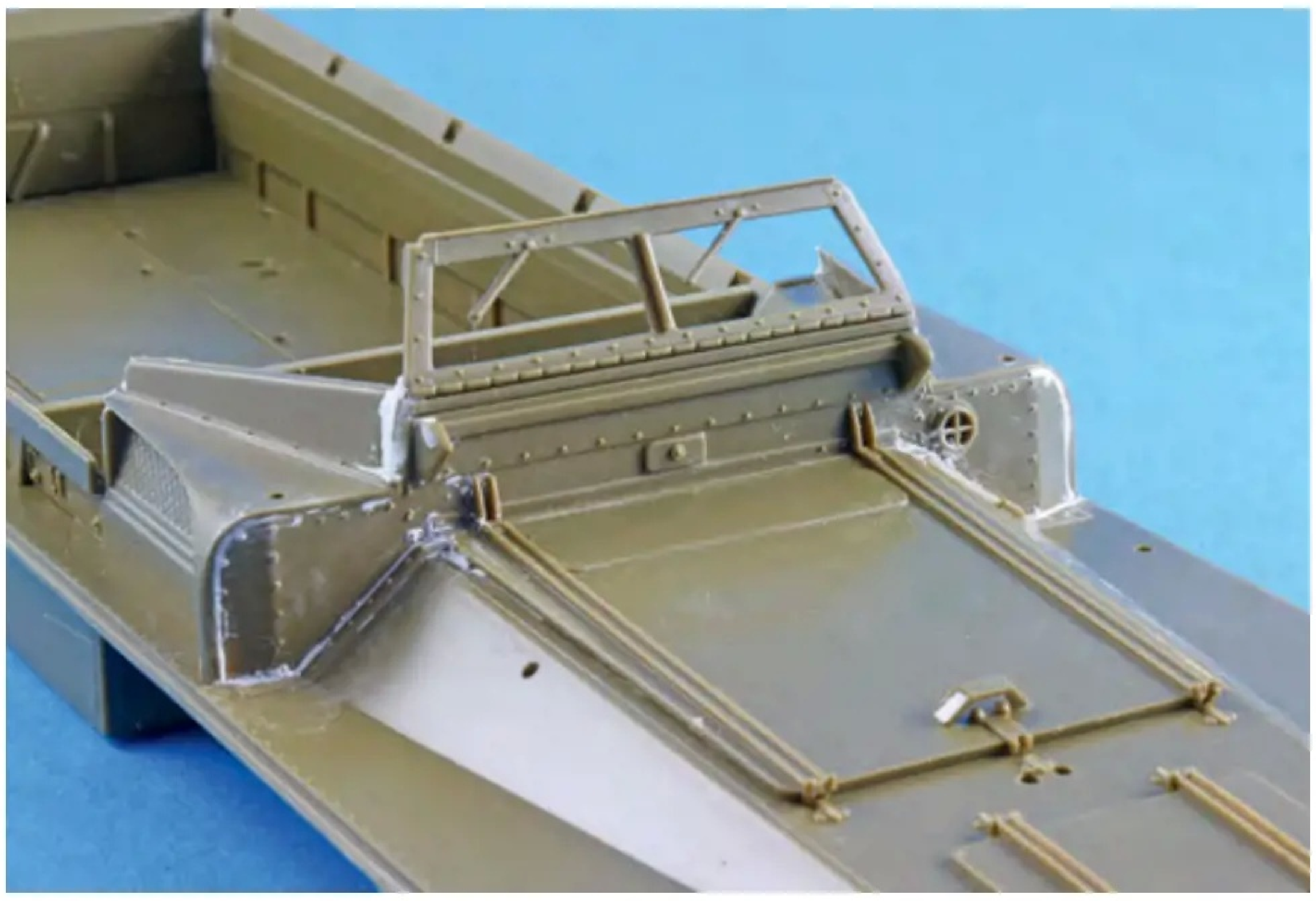
▲ There is quite an array of levers for the driver – all are reproduced faithfully by Italeri, although an adaptation of the missing compass has been added here.



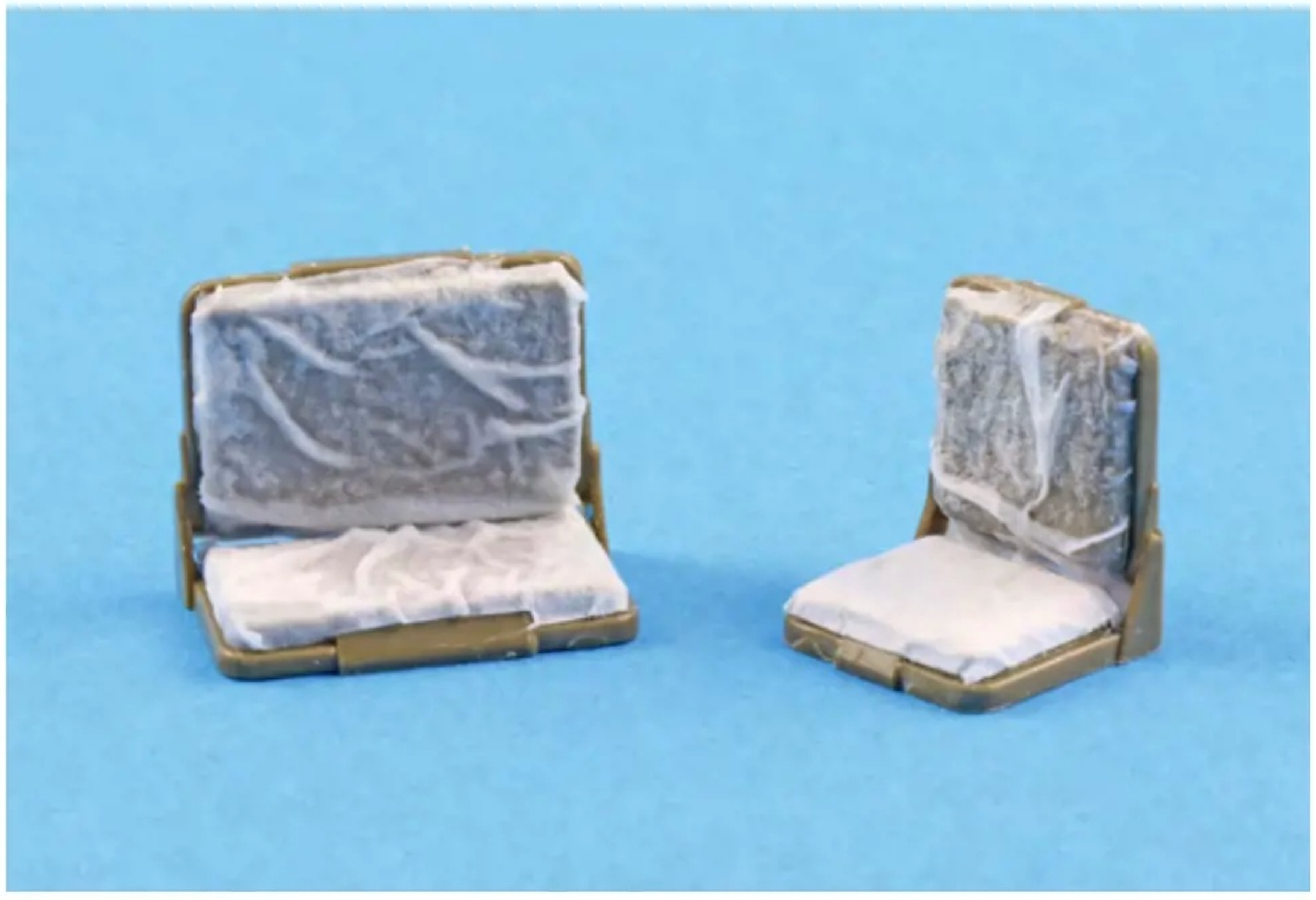
▲ A variety of components were salvaged from the spares box to replicate missing features from the cab, such as data placards, the map case and first-aid pouch.



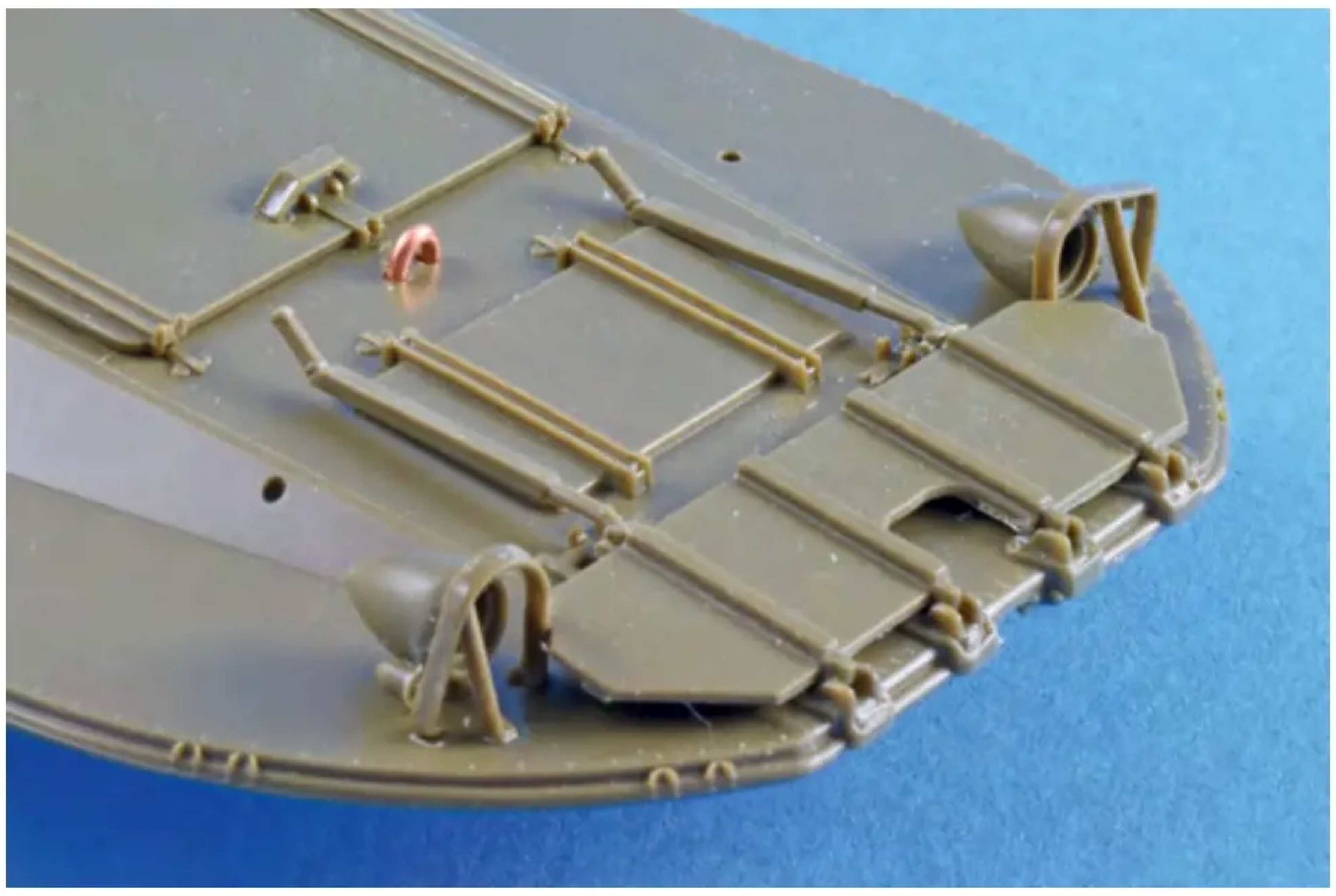
▲ Seat cushions fitted to the DUKW could act as emergency flotation devices if the vehicle sank. Here, the kit cushions have been textured via a rotary burring tool in a Dremel.



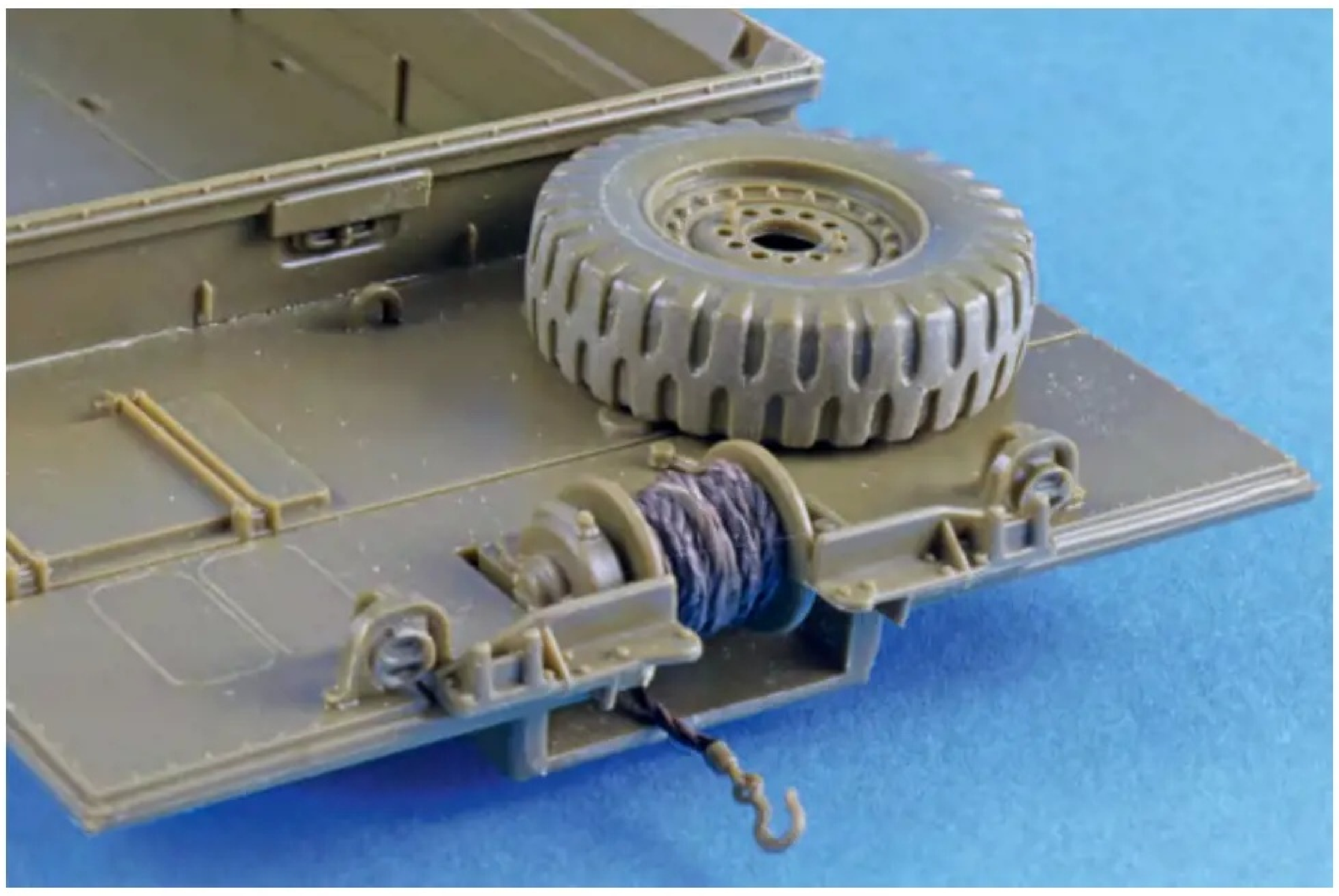
▲ The windscreen panel must be fitted first to ensure the bonnet fits correctly; note the filler around the joins.



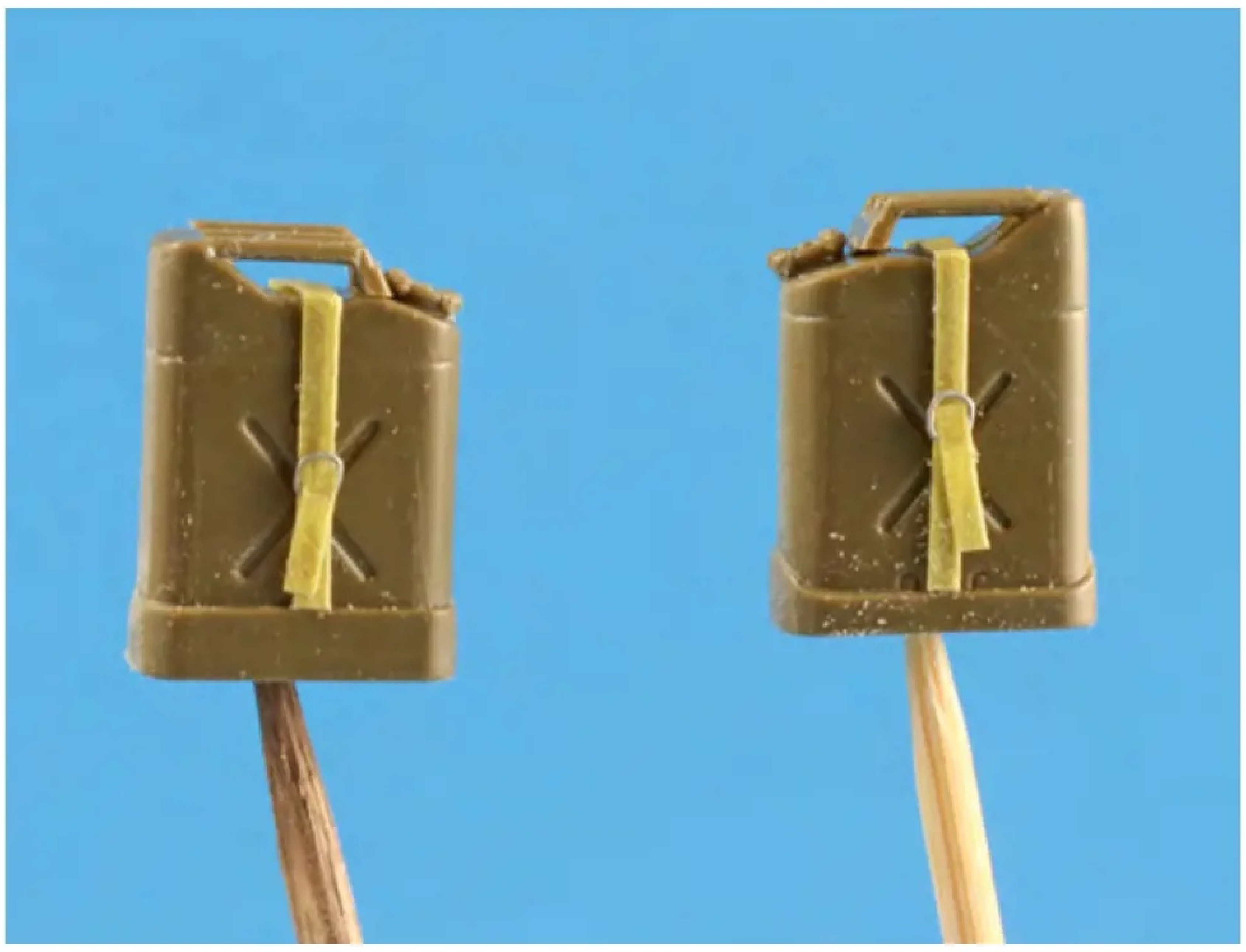
▲ Facial tissue was used to represent the canvas cover; this was held in place with diluted PVA glue and trimmed when dry.



▲ The overscale ribs on the back of the splash defector needed sanding so it can be fixed in the lowered position.



▲ Italeri's winch cable is a poor moulding, so a replacement was added; the rear lights and guards have also been fitted, but the spare wheel has been left loose.



▲ Buckle fastenings for the jerrycans were fashioned from wire while retaining straps were created from strips of masking tape.

▲ The hull sides were fitted at this stage; one side was warped slightly, so they were glued and then clamped to ensure a tight fit.

PULLING ASHORE

One curious feature in the DUKW was its winch, which was used when the vehicle became stuck. Crews would place the anchor in the ground ahead of the DUKW, with the winch cable then attached... the issue was that the winch was fitted in the vehicle's stern, so how did it pull itself up on to a beach? The cable was simply passed through an opening in the rear cargo bulkhead and then through a corresponding opening in the dashboard and a guide horn on the bonnet. It would then be attached to the anchor and the winching in could commence... the only drawback with this method was you had a steel cable under tension passing within inches of the driver's head.

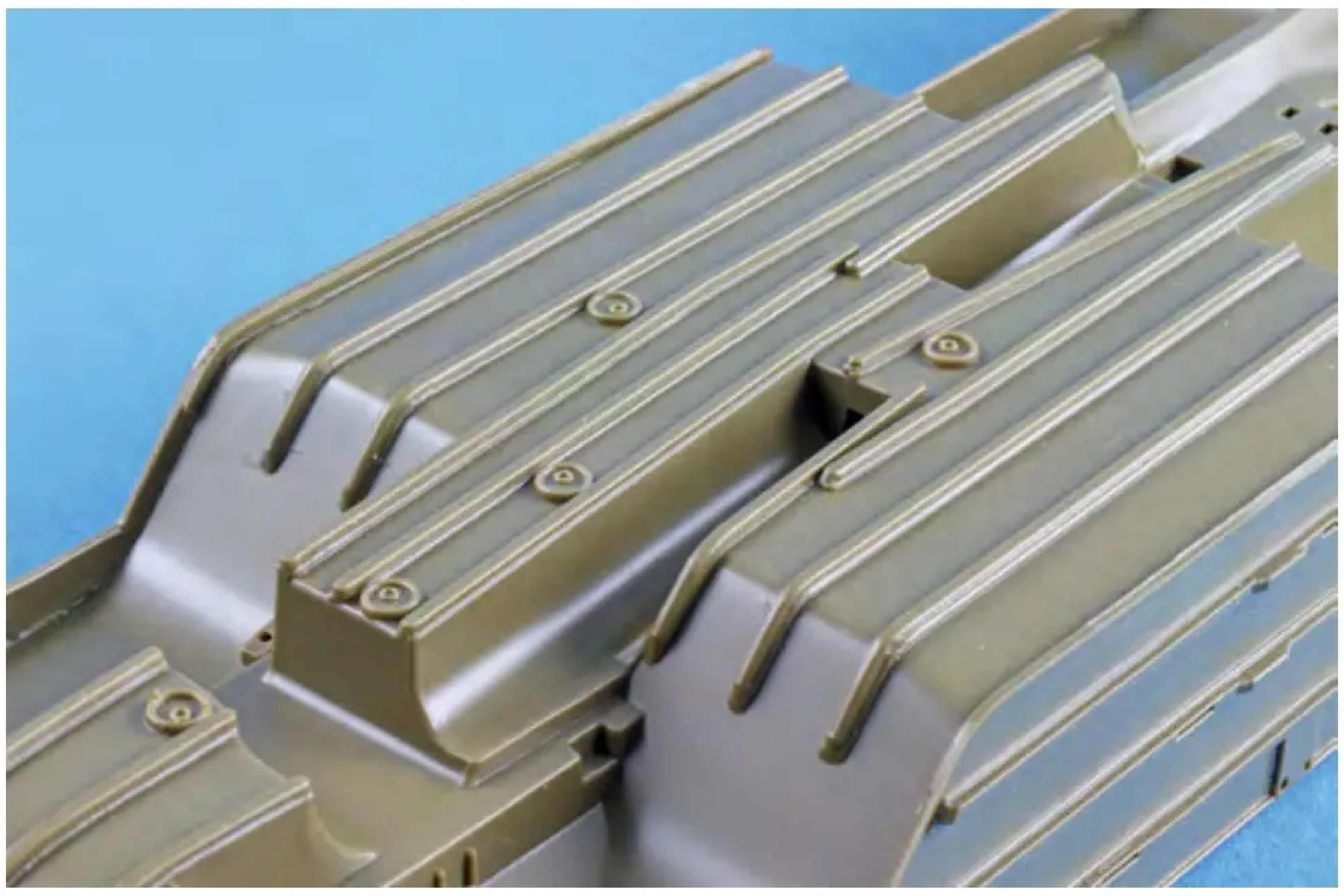
as a compass or map case, but thankfully Eduard has released a detail set, which covers some of the missing items. There are four markings options:

- 199th Company, Royal Army Service Corps, British Army, Arromanche Beach, France, June 1944
- White 714, US Army, Rhine river crossing, Germany, 1945
- US Marine Corps, Iwa Jima landing operation, 1945
- White X32, 210th Military Police Company, US Army, Utah Beach, Normandy, June 1944

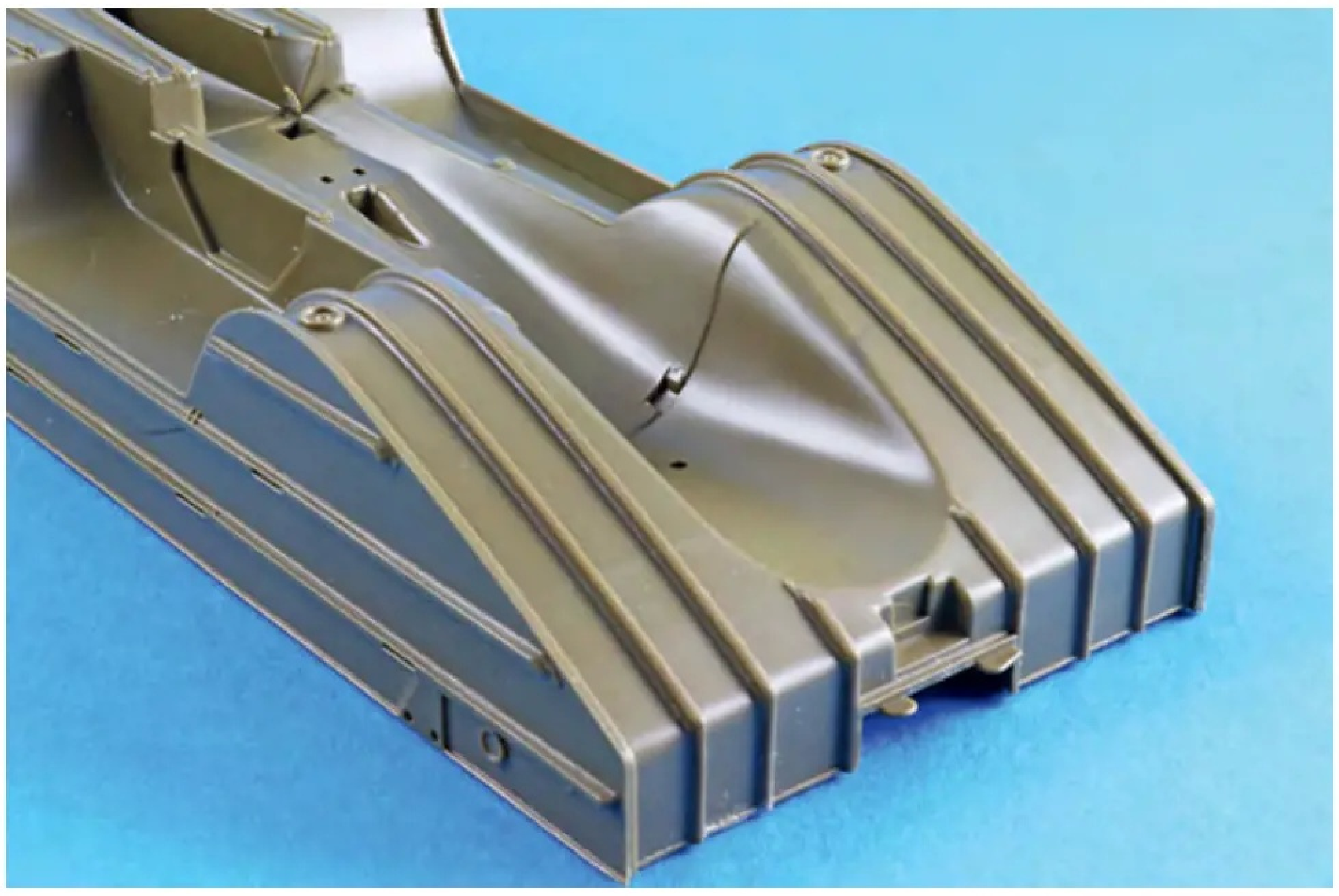
Let's build a 'duck'

Before assembly, it's worth noting that some of the runner attachment points are hefty. Pay attention when neatening them, as the styrene is on the brittle side, with a tendency to tear, so a good quality sanding stick is recommended. The floor well, which has integral mouldings for the foot pedals and steering wheel location must first be fixed to the upper hull. The seats are fitted next, but these look far too uniform and could benefit from being roughened a little. Note, in an emergency, the seat cushions could be used as floatation devices; being canvas covered, they soon lost their shape. This was replicated by scuffing the cushions with a burring tool, mounted in a Dremel, followed by adding facial tissues – which were soaked in a PVA/water mix – onto the surface to simulate canvas. When dry, any excess material was removed and the edges trimmed.

As mentioned previously, the cab is rather basic; instrument



▲ A good interpretation of the rub strips can be found on the hull underside, this not only added detail but also strengthened the hull.



▲ As on the real vehicle, these strips 'wrap around' onto the front and rear hull plates, and are also present on the vehicle's sides.

dials are moulded in situ, but no decals are provided. Fortunately, they are replicated in Eduard's 35519 DUKW Amphibious Truck photo-etched metal set; failing that, decals can be sourced from the spares box. The multiple arrays of styrene levers seem to match reference photos, but they do need the mould seams neatening. Another omission from the dashboard concerns the information placards, which provide the driver with guidance on how to use certain features of the vehicle – again these must be sourced from elsewhere. Other, more generic items overlooked are a centrally mounted compass, a map case (beneath the dashboard) and a first aid bag, all of which were either scratch-built or obtained from the spares box. The four wall panels forming the cargo bay sides were then slotted into position, with the last item (the front bulkhead), fitting with a resounding 'click'.

Proceeding to the front of the DUKW, the trim vane/swim plate (it's raised when the vehicle is in the water) is depicted in the instructions as being raised; note, this has over-scale ribs on the underside, which mean it cannot be attached in the lowered position. As this was the desired arrangement, reference photos were studied – the full-size ribs are thin, so after sanding them to a more realistic finish, the vane will indeed lay flat.

Assembly of the vehicle's rear/stern starts with building the winch unit, which comes in halves. The moulded cable detail was (excuse the pun) ropey to say the least, so a new length was created using thread left over from a previous project, the original hook being removed and then installed. The rear lights and their guards were fitted next, after which straps for the two jerrycans were fashioned from Tamiya tape with buckle fasteners scratch-built from thin wire.

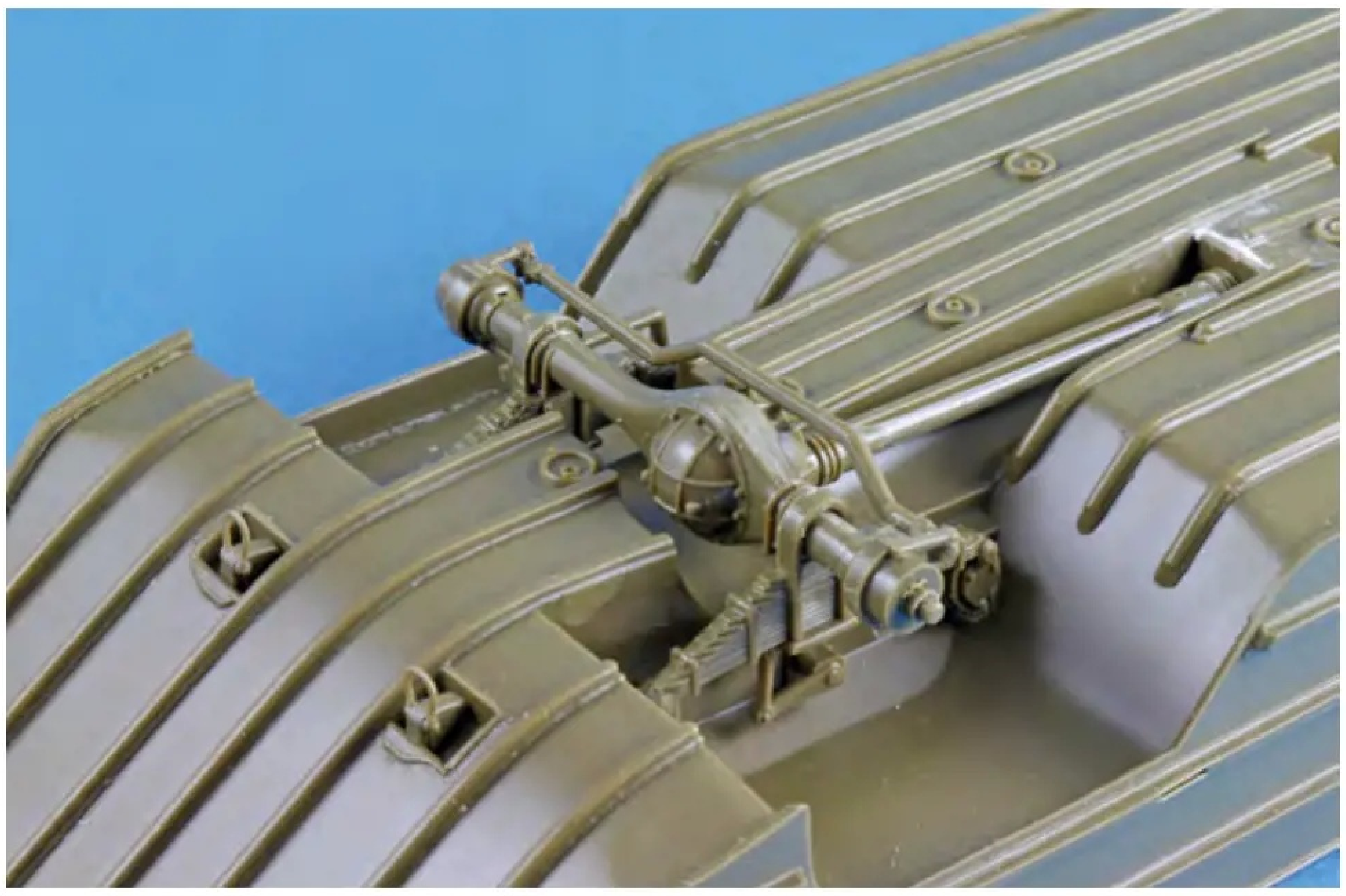
DUKW's Bottom

The whole of the vehicle's underside was of a welded construction, as it had to be completely watertight. Strengthening ribs, which double as rub strips were built into the design, and these have

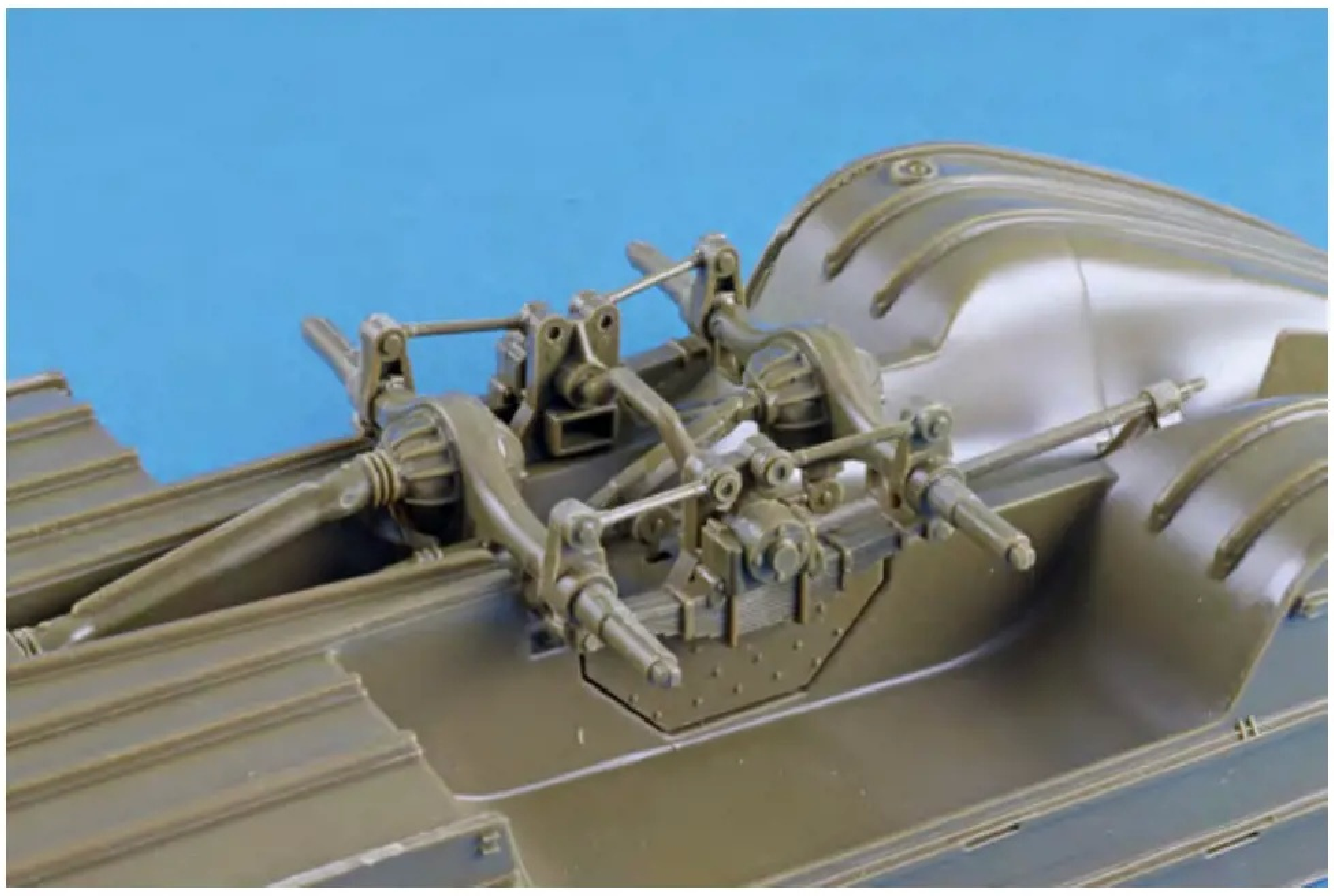
▶

"Italian company Italeri first released its DUKW kit in 2002"

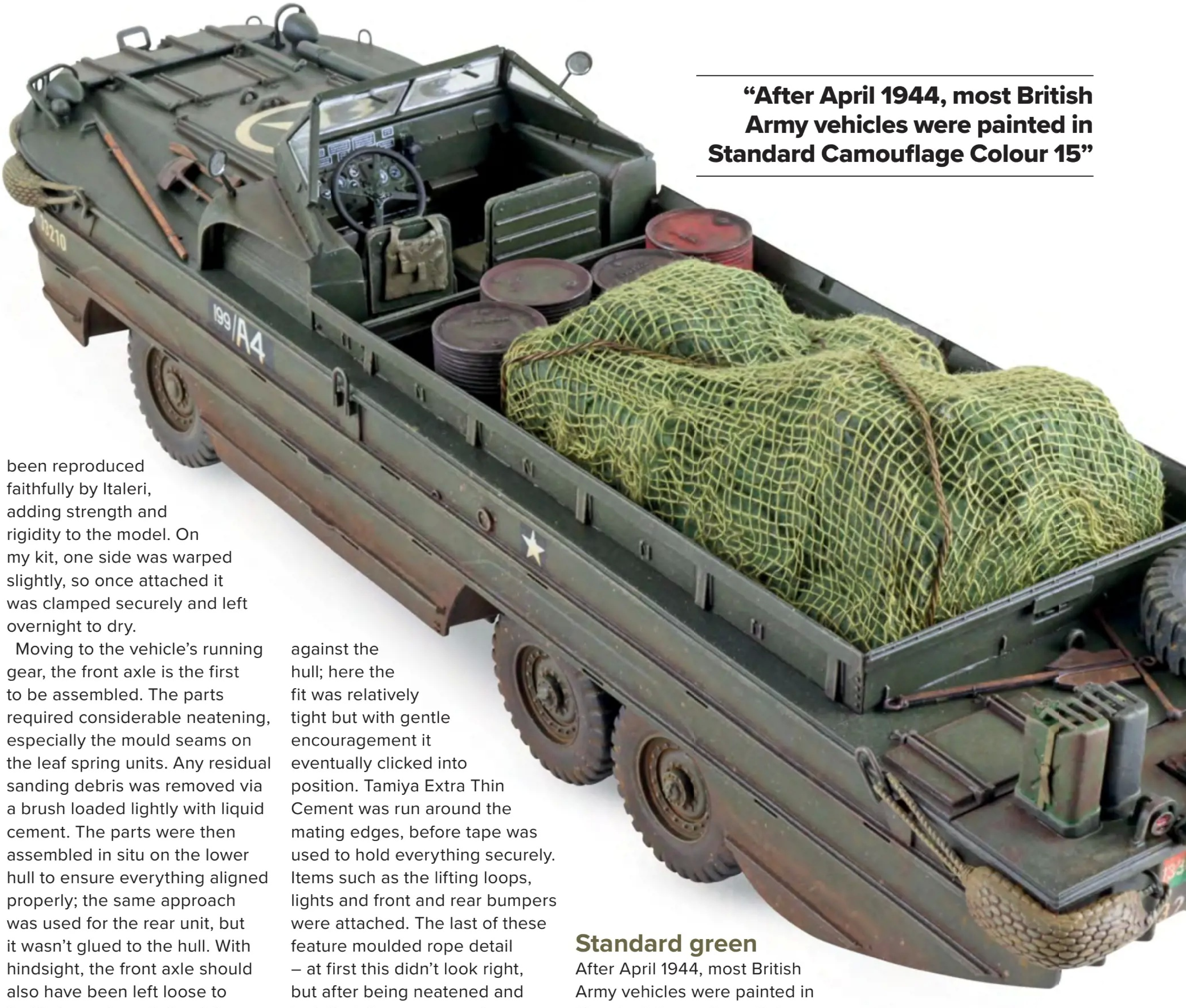
1336
199/A4
33210



▲ The front axle and prop shaft have assembled on the lower hull to ensure correct alignment of the parts.



▲ The same process was followed for the rear axle assembly, but with one important difference, this...



been reproduced faithfully by Italeri, adding strength and rigidity to the model. On my kit, one side was warped slightly, so once attached it was clamped securely and left overnight to dry.

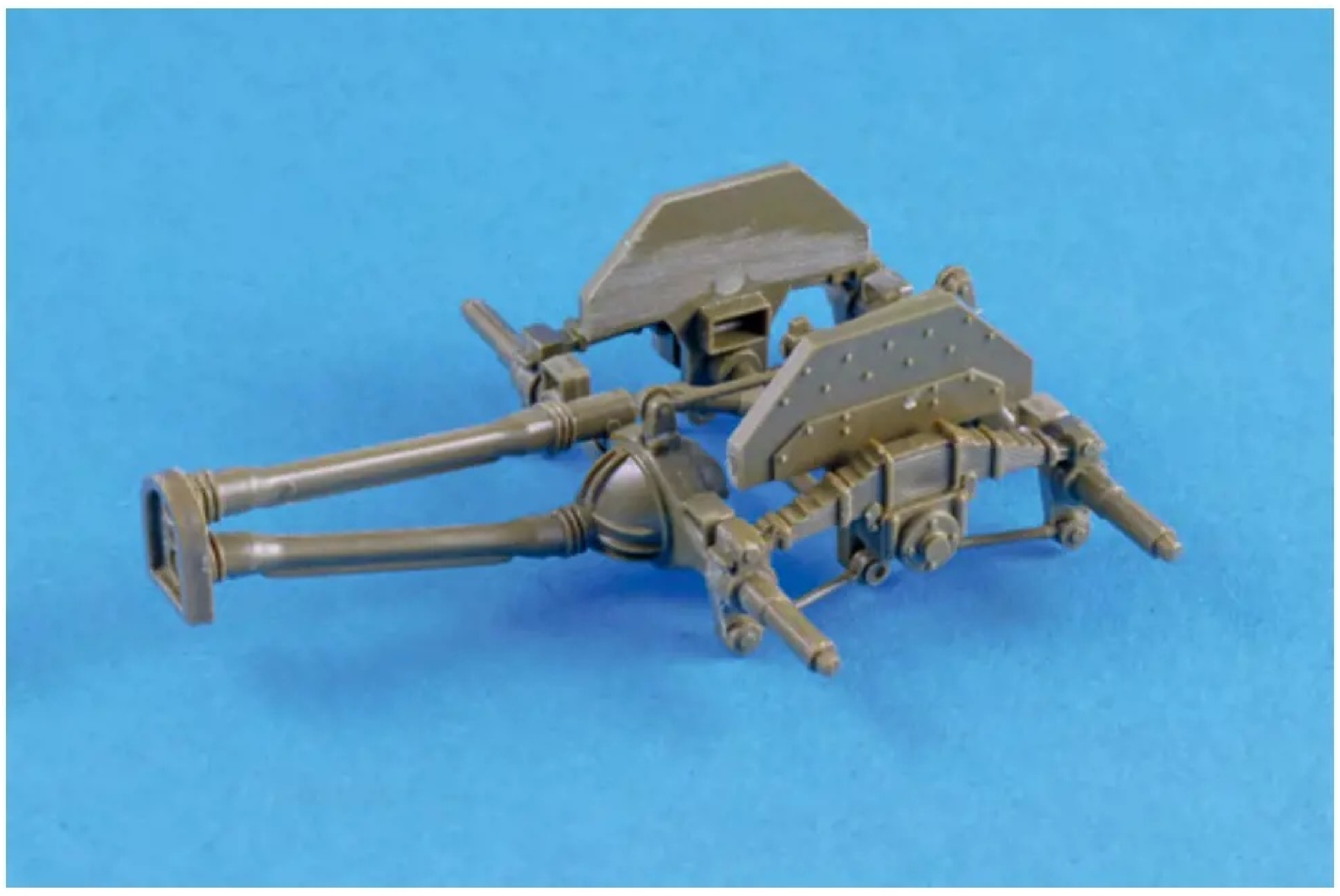
Moving to the vehicle's running gear, the front axle is the first to be assembled. The parts required considerable neatening, especially the mould seams on the leaf spring units. Any residual sanding debris was removed via a brush loaded lightly with liquid cement. The parts were then assembled in situ on the lower hull to ensure everything aligned properly; the same approach was used for the rear unit, but it wasn't glued to the hull. With hindsight, the front axle should also have been left loose to facilitate easier painting later.

Next, the deck was matched against the hull; here the fit was relatively tight but with gentle encouragement it eventually clicked into position. Tamiya Extra Thin Cement was run around the mating edges, before tape was used to hold everything securely. Items such as the lifting loops, lights and front and rear bumpers were attached. The last of these feature moulded rope detail – at first this didn't look right, but after being neatened and installed, they pass muster as decent replicas.

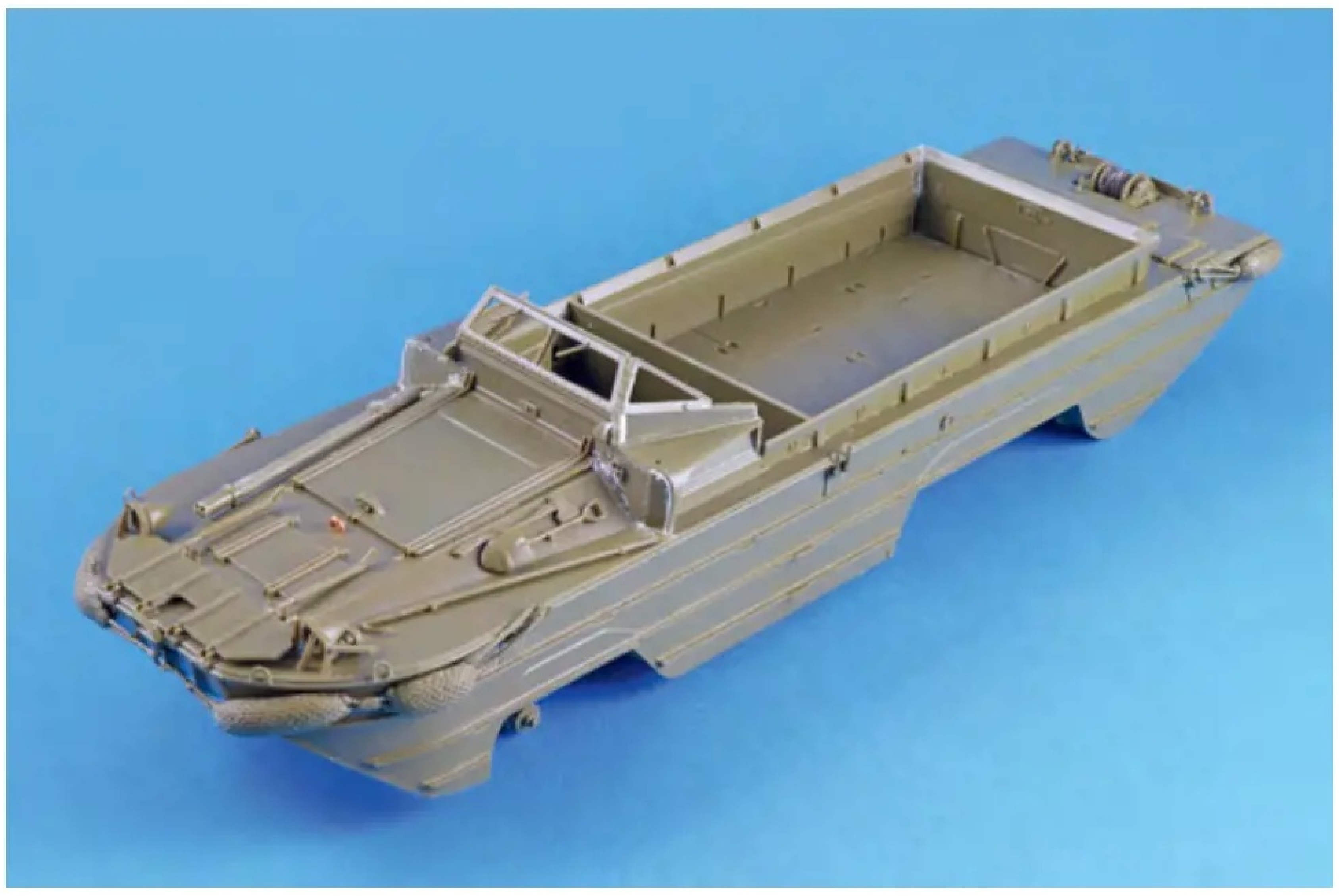
> **"After April 1944, most British Army vehicles were painted in Standard Camouflage Colour 15"**

Standard green

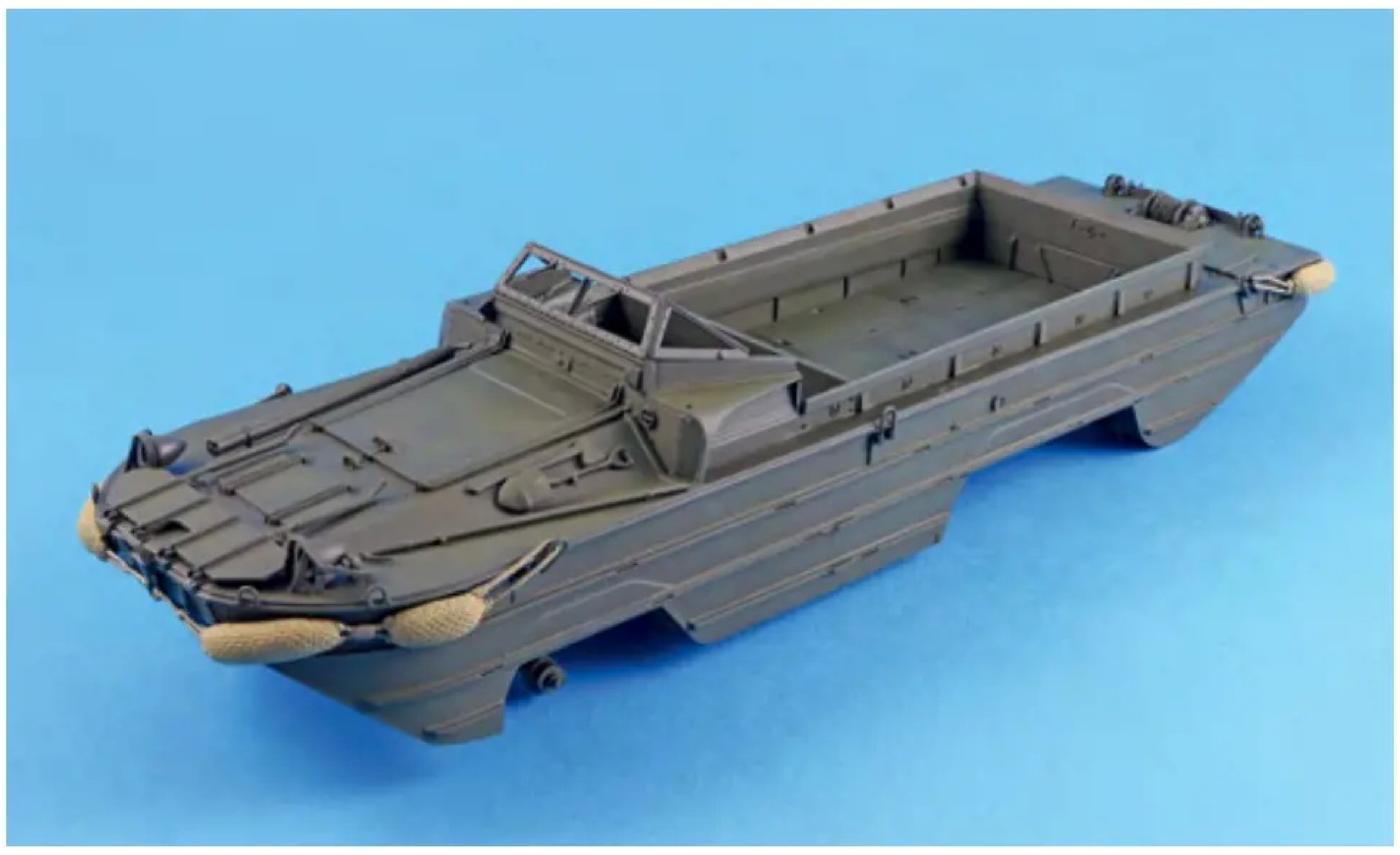
After April 1944, most British Army vehicles were painted in Standard Camouflage Colour 15, better known as SCC.15.



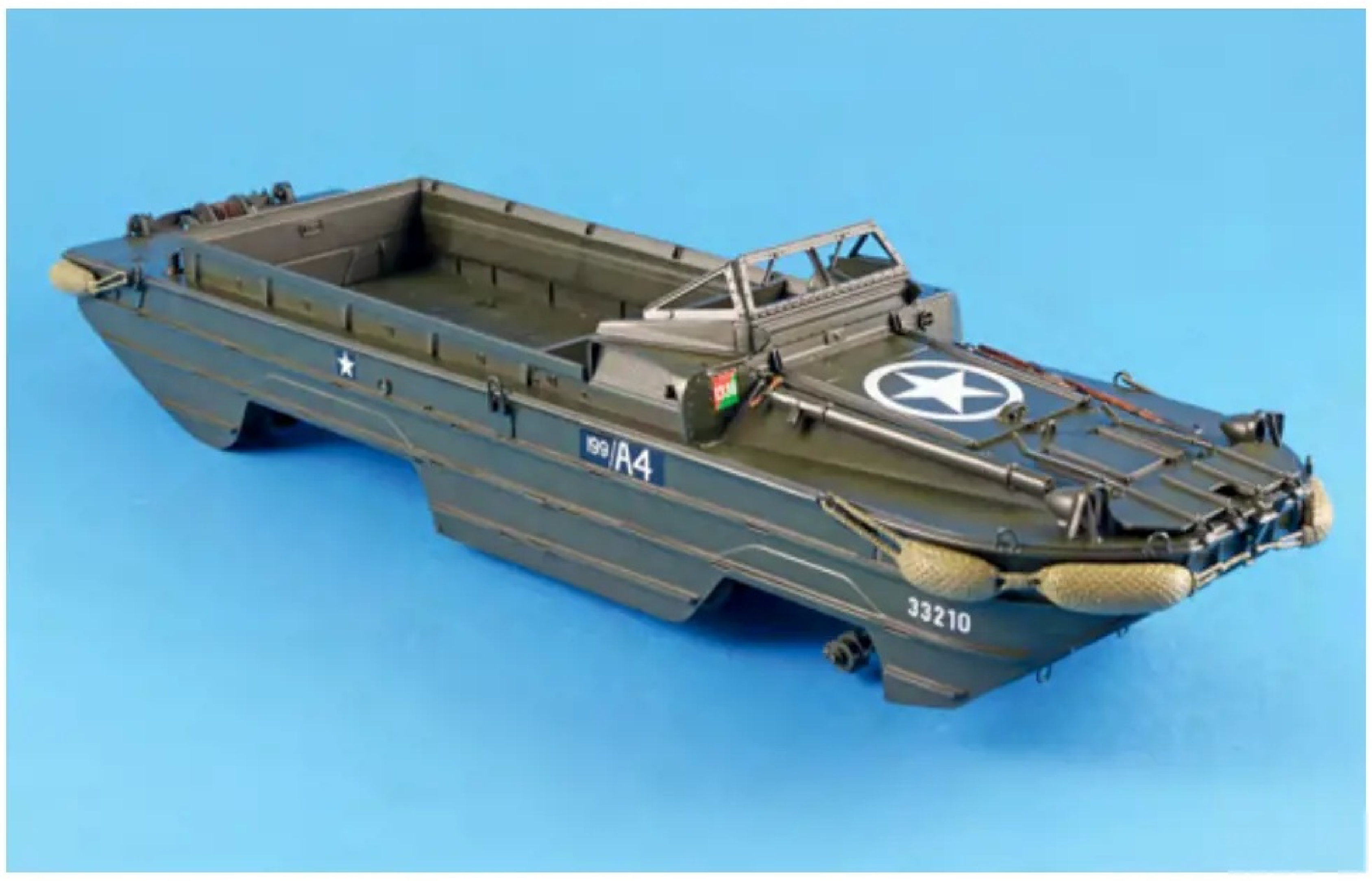
▲ ...being that the sub-unit wasn't secured to the hull, so could be removed to facilitate with painting.



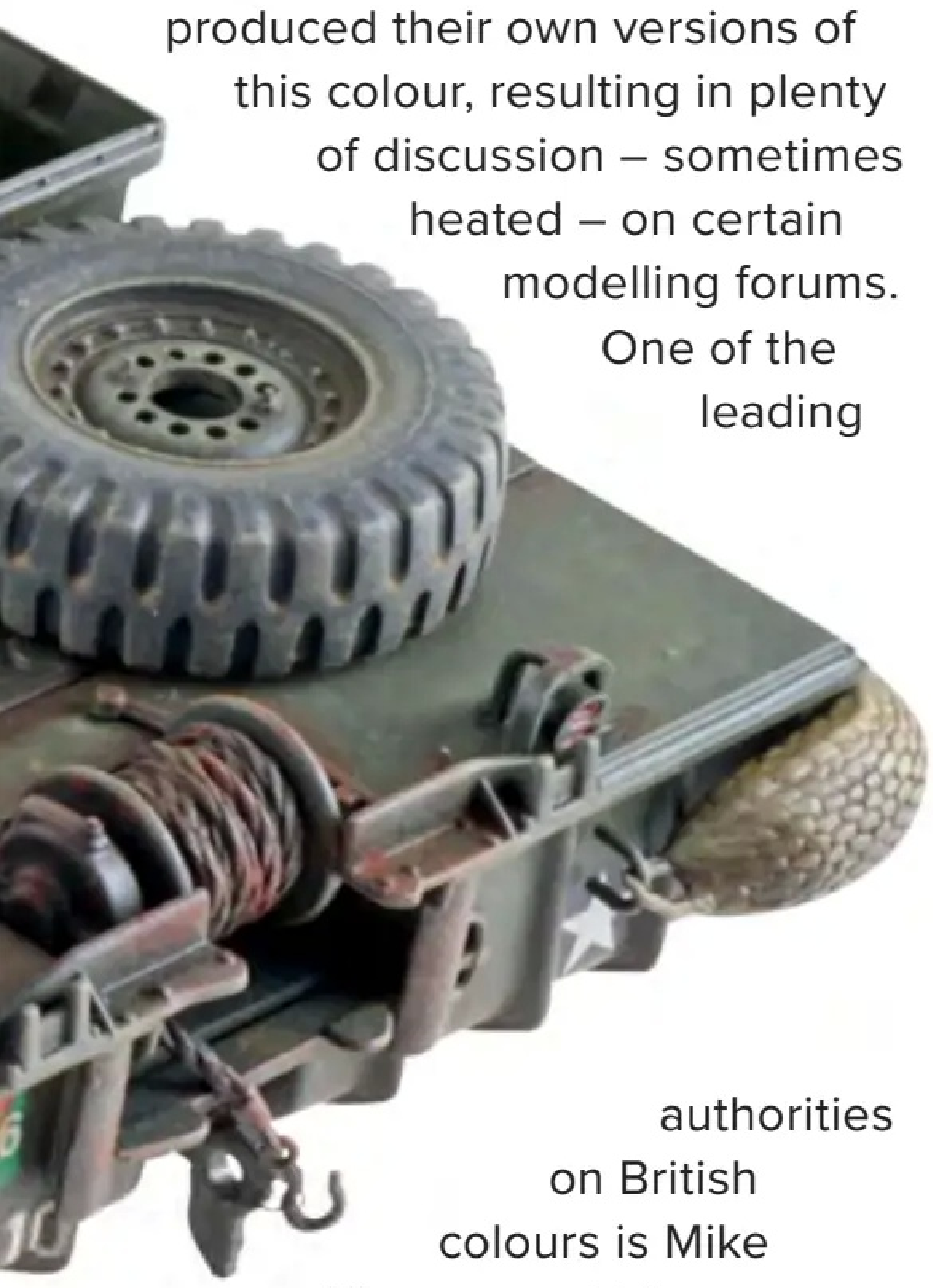
▲ Upper and lower hull halves have been joined, while the front and rear bumpers have been fitted, making the model ready for an undercoat/primer.



▲ The DUKW has been sprayed with a blend of Tamiya paints that matches the official SCC.15 tone, with subtle shading applied to give a worn effect. The use of a black primer emphasises the shading.



▲ Decals for the British Army version were applied after a coat of Tamiya Clear was airbrushed.



Several paint manufacturers have produced their own versions of this colour, resulting in plenty of discussion – sometimes heated – on certain modelling forums. One of the leading authorities on British colours is Mike Starmer, and his recommendation is a 5:2:2 mix of XF-61 Dark Green, XF-62 Olive Drab and XF-3 Flat Yellow. For a faded appearance, small amounts of Flat Yellow can be added gradually, building a worn, washed-out surface. In the past, this colour mix has been sprayed onto a grey primed surface, but it was considered too light, so in this case, black was preferred; this provided depth plus natural shading. A large batch of paint was mixed – ensuring there was enough for the model – with any leftover stored in an old Tamiya jar. Once this had dried, the bumpers received 70.988 Khaki, while the ropes were treated with XF-49 Khaki, merely to add subtle tonal variation.

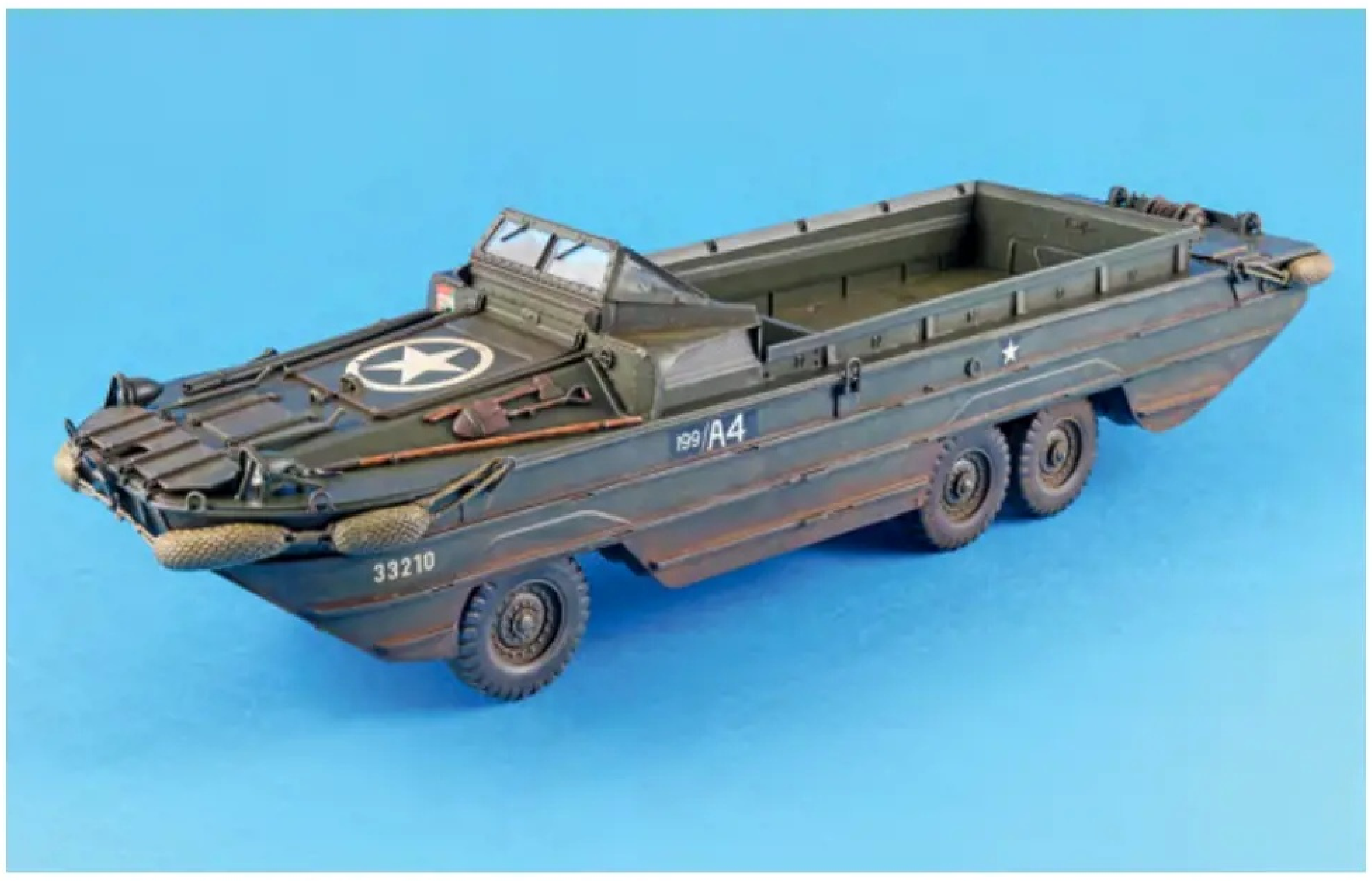
Markings for the British Royal Army Service Corps vehicle were added after a coat of X-22 Clear – diluted with Mr. Hobby's Leveling Thinner – had been applied. Judicious use of Microscale's Micro Sol and Set solutions ensured the decals adhered to the model, and once dry, a second varnish coat sealed the markings.

Subtle undertones

With the wheels and remaining small ancillary components fitted, weathering could begin. Subtle undertones to the overall green finish were created via small spots of Winsor & Newton oil paints (see *Materials Used* for the colours selected), which were dotted around the surface, then blended via a soft No.5 sable brush, which had been moistened with white spirit. A pin wash was then mixed using the Burnt Umber and French Ultramarine oils and diluted with white spirit; this was applied sparingly into recesses and around raised areas to help define the kit's splendid moulded detail. After leaving the kit for at least 24 hours to dry, MIG Productions' P033 Dark Mud Pigment was stippled around the bottom of the vehicle. This was subsequently followed by P028 European Dust and lastly P026 Concrete pigments, the idea being the tones were lighter towards the top of the vehicle, simulating drying mud and other deposits. These were then fixed via white spirit, which was applied with a fine brush. Weathering effects were completed with the misting of XF-57 Buff over the model to help reduce any harsh contrasts and unify its appearance.

ONLINE REFERENCES

- https://silodrome.com/dukw-6x6-truck
- https://usautoindustryworldwartwo.com/General%20Motors/gmc-dukw.htm
- https://cars.bonhams.com/auction/25455/lot/703/sold-on-behalf-of-a-british-army-charity1942-dukw-6x6-amphibious-utility-chassis-no-3535039/
- https://matadormodels.co.uk/tank_museum/xcamo_starmer.htm



▲ With the wheels and ancillary parts added, the weathering could begin, efforts being concentrated around the lower part of the hull.

Enjoyable undertaking

As the DUKWs were essentially amphibious workhorses for the Allied forces during (and after) landings, it was decided a suitable cargo would be needed for the load bed; this was fashioned from Styrofoam offcuts, being then glued to a rectangle of plastic card and covered with PVA/water-soaked tissue to represent a tarpaulin. When dry, the surface was painted 70.888 Olive Grey. After studying reference photos, it was noted that most supplies were loaded in cargo nets, being lowered by crane from Liberty Ships onto the waiting DUKWs (they were also transferred onto the vehicles from the Mulberry harbours after D-Day). The nets were simulated via an offcut of a first-aid bandage, with the lifting ropes being made from twisted floristry wire. With the addition of four oil drums from MIG Productions (these items now being sold via AK Interactive's website), to help fill any remaining space, Italeri's 1/35 DUKW was finished.

It has to be said this kit was a breath of fresh air; it's simple to build, with little flash on the parts and just a few visible ejector-pin marks that need addressing. Italeri's DUKW lends itself to added detail if the builder wishes, but also gives a good interpretation if built straight from the box. While aftermarket PE accessories are available, sometimes it's satisfying to just sit at a bench and build a kit (even adding scratch-built detail if you like). Construction is straightforward with few vices and little effort needed, with the result being a pleasing model of one of World War Two's more unusual - and yet instantly recognisable vehicles.

MATERIALS AT A GLANCE

Alclad (www.alclad2.com)
ALC-309 Black Primer & Microfiller

Lifecolor (www.airbrushes.com)
UA-701 Rust Dark Shadow
UA-702 Rust Base
UA-703 Rust Light Shadow

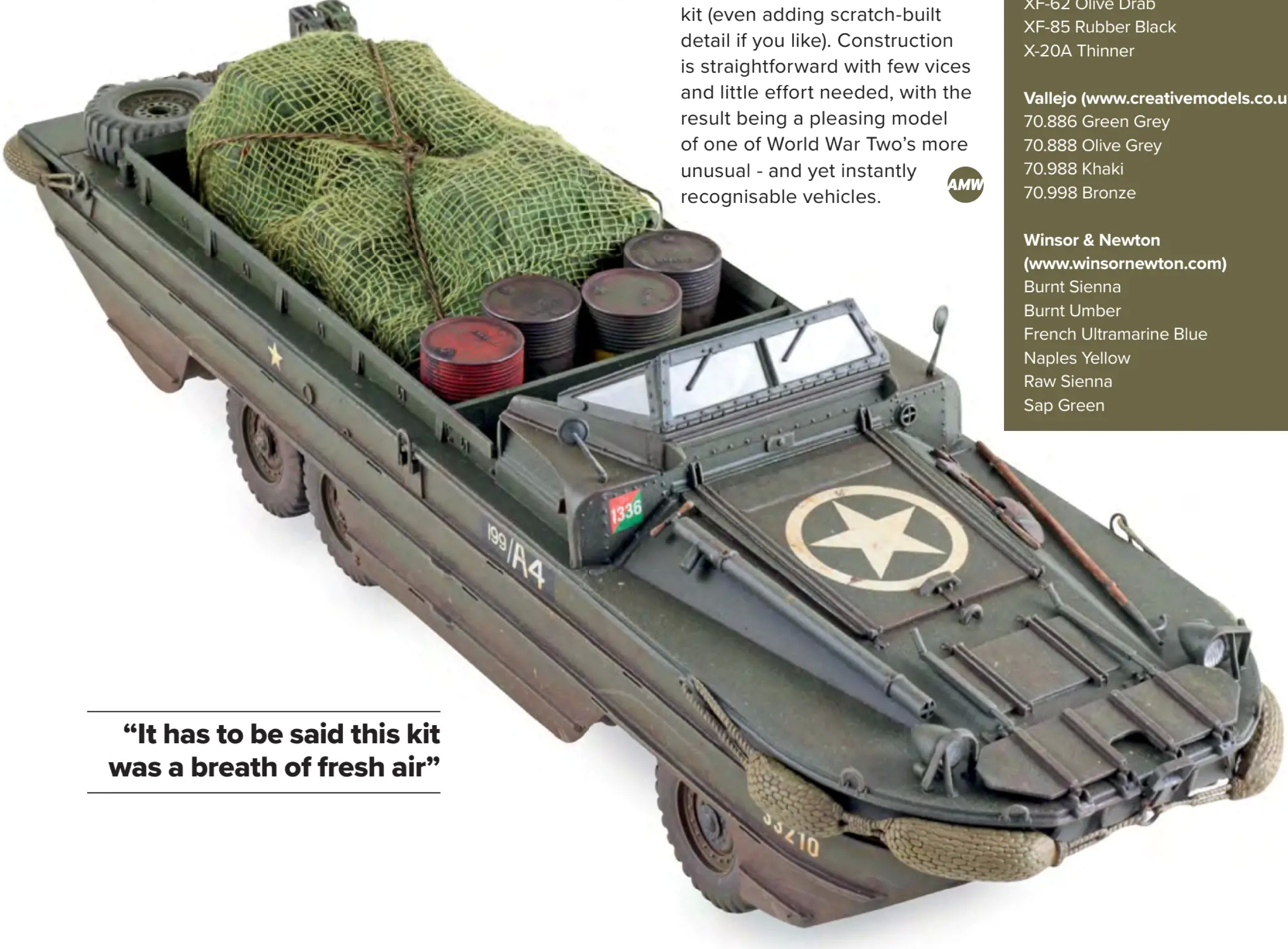
Mr. Hobby (www.albionhobbies.com)
Leveling Thinner

MIG Productions (www.ak-interactive.com)
MP35-109 Striped Metal Drums
PO26 Concrete Pigment
PO28 European Dust Pigment
PO33 Dark Mud Pigment

Tamiya (www.hobbyco.net)
XF-3 Flat Yellow
X-22 Clear
XF-49 Khaki
XF-51 Khaki Drab
XF-57 Buff
XF-61 Dark Green
XF-62 Olive Drab
XF-85 Rubber Black
X-20A Thinner

Vallejo (www.creativemodels.co.uk)
70.886 Green Grey
70.888 Olive Grey
70.988 Khaki
70.998 Bronze

Winsor & Newton (www.winsornewton.com)
Burnt Sienna
Burnt Umber
French Ultramarine Blue
Naples Yellow
Raw Sienna
Sap Green



> **"It has to be said this kit was a breath of fresh air"**

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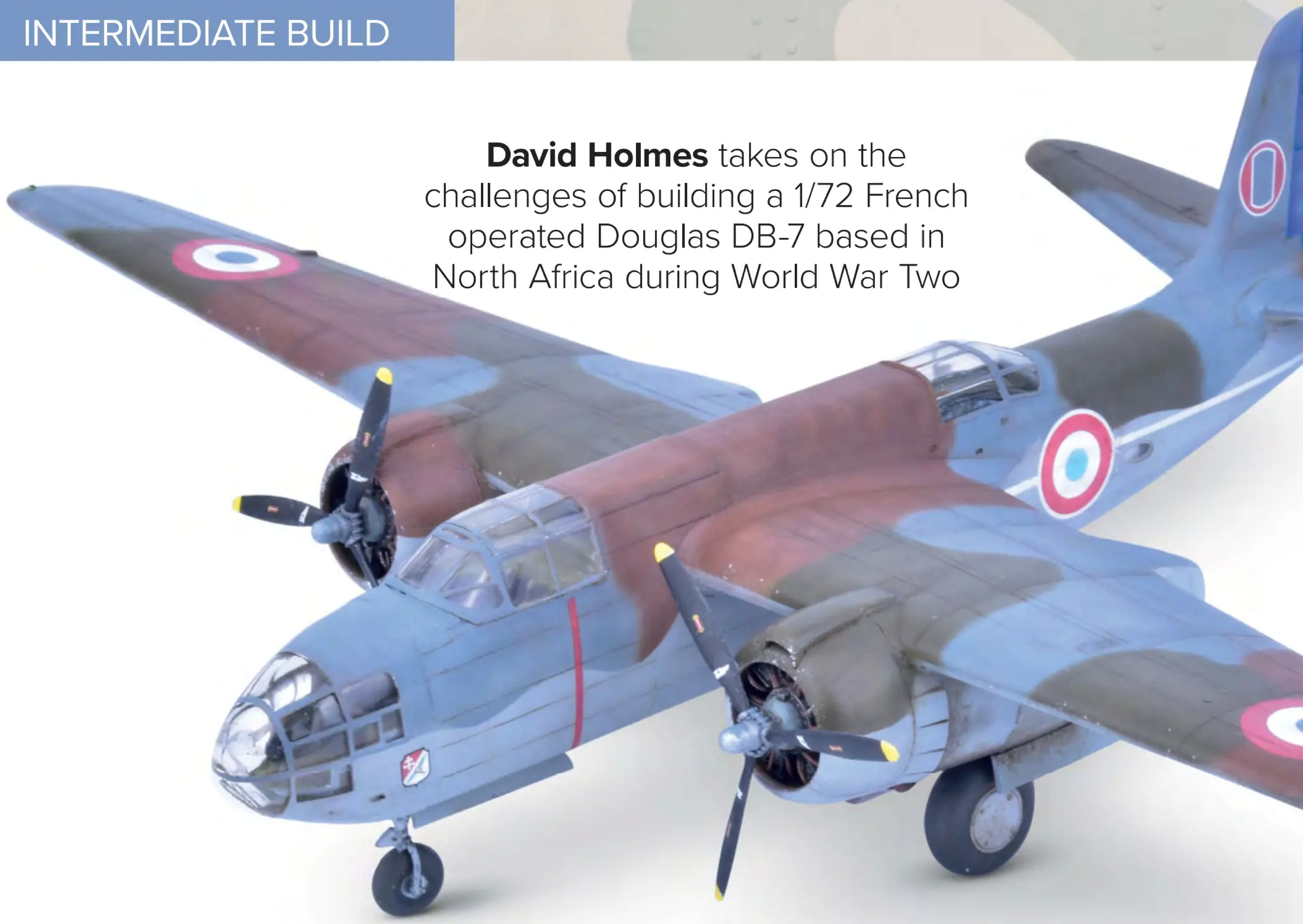
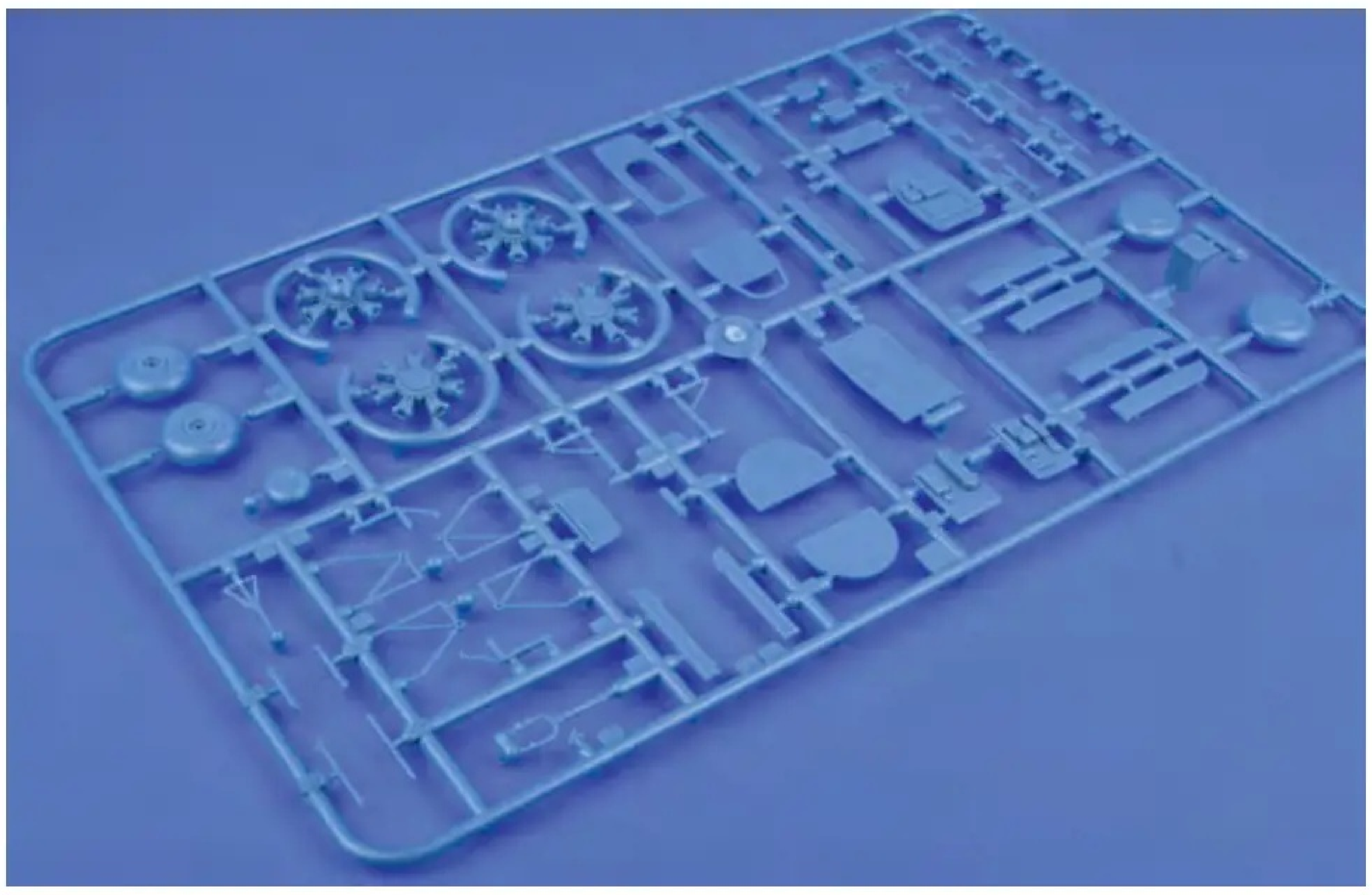
David Holmes takes on the challenges of building a 1/72 French operated Douglas DB-7 based in North Africa during World War Two



IN FRENCH Service

Douglas' DB-7 – known as the Model 7B initially – was designed in response to a 1937 US Army Air Corps requirement for a light bomber, night intruder and attack aircraft, with the type first flying on October 26, 1938. In 1939 it attracted attention from a visiting French Government purchasing committee, which was impressed enough to place an order for 100 airframes, by then renamed Douglas DB-7. A further 100 DB-7As, plus an additional 170 DB-7s, along with 480 DB-7Bs were ordered; these were to be shipped to France for assembly in Morocco. The modified three-seat, all-metal, mid-wing aircraft constructed in Morocco were further revised with changes made to throttles, radio equipment, armament and painting of the fuselage roundels. In mid-June 1940, it was decided that any remaining modern aircraft in France were to be evacuated to France's North African colonies, with the DB-7s sent to Algeria. These aircraft bombed Cagliari in Sardinia after Italy attacked a weakened France. On June 20, 1940, France's armistice with Germany meant that any unfulfilled

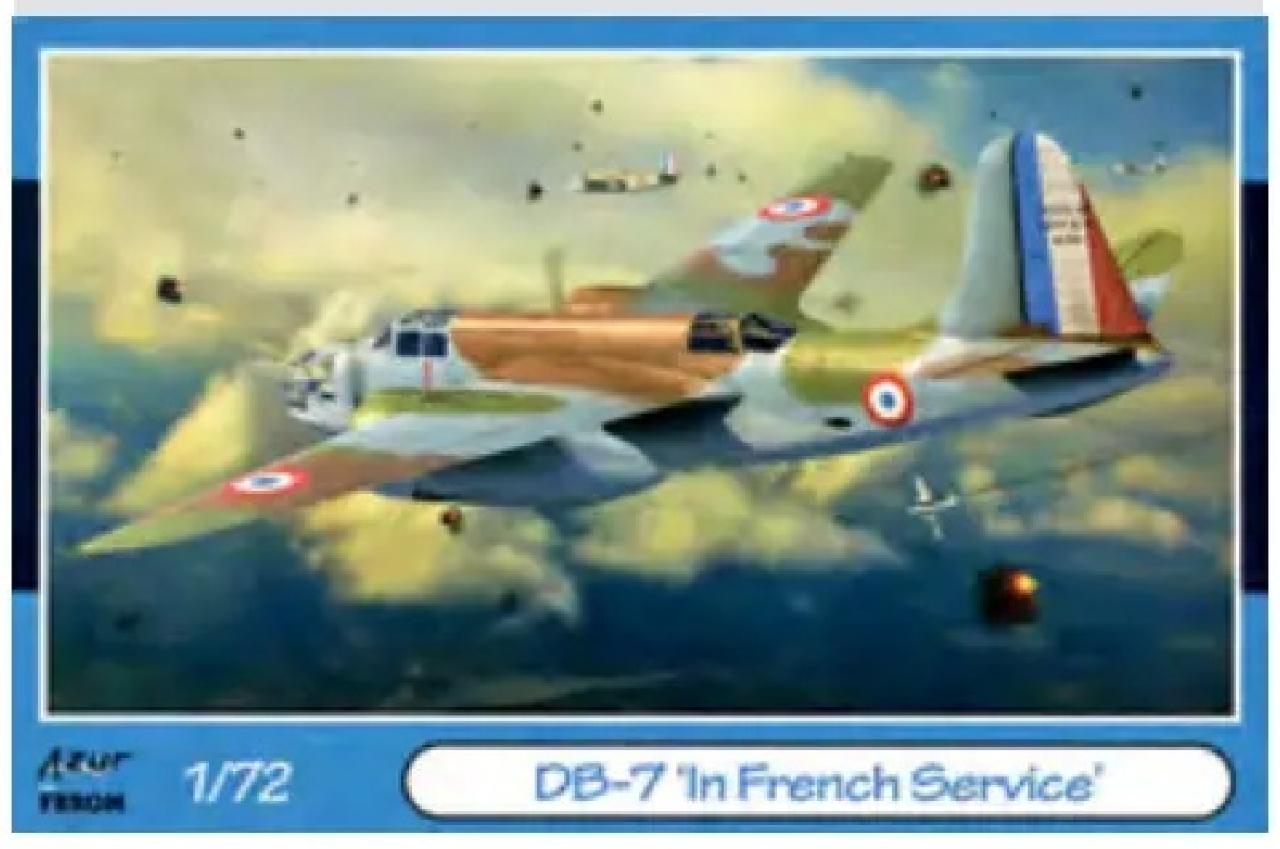


▲ Parts were presented on five styrene runners and the overall standard of moulding was reasonable, although those on Runner C (depicted) featured crisper detail.

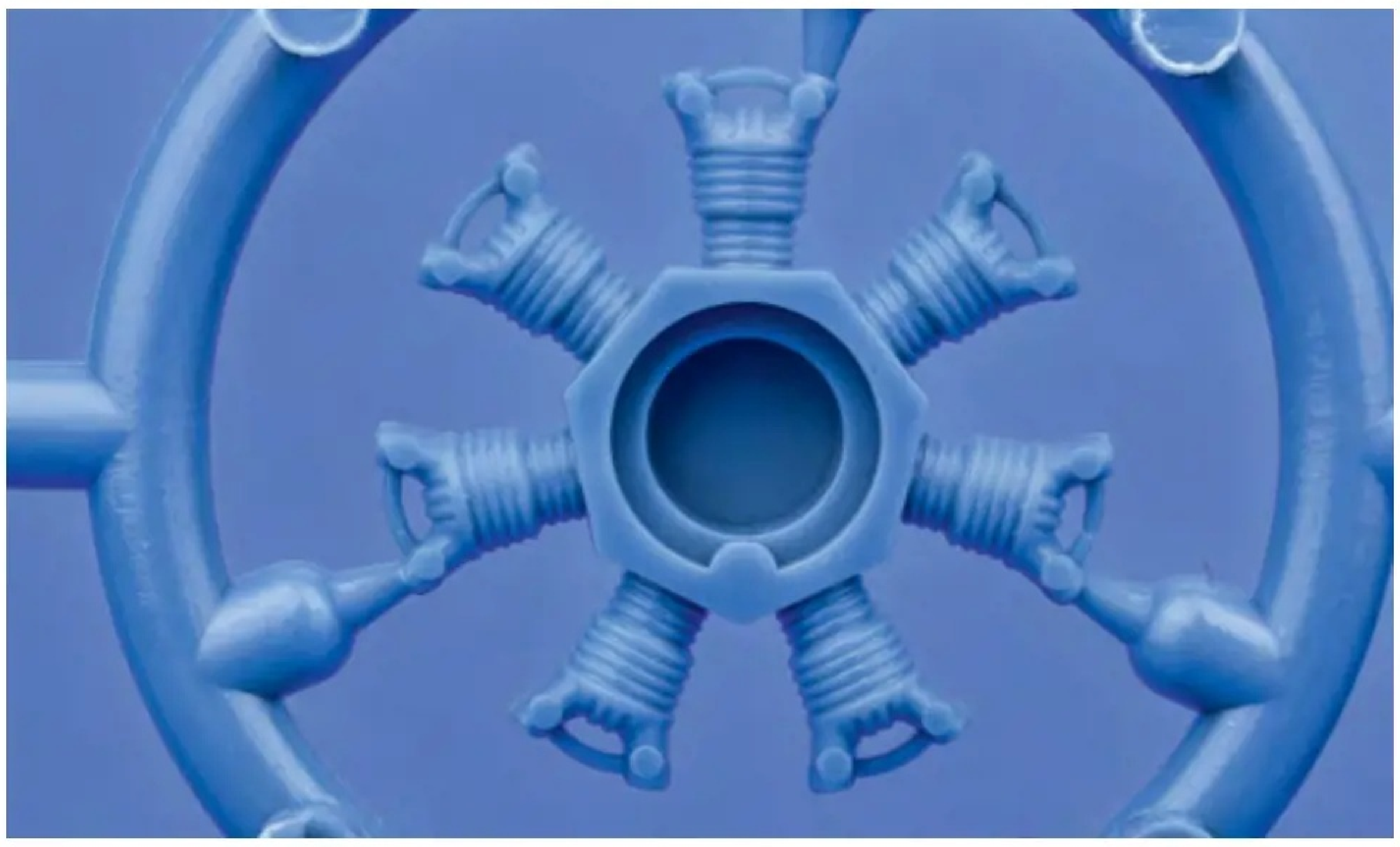
▲ There were minor occurrences of flash on several other parts, though, such as the propeller blade tips.

MODEL SPEC

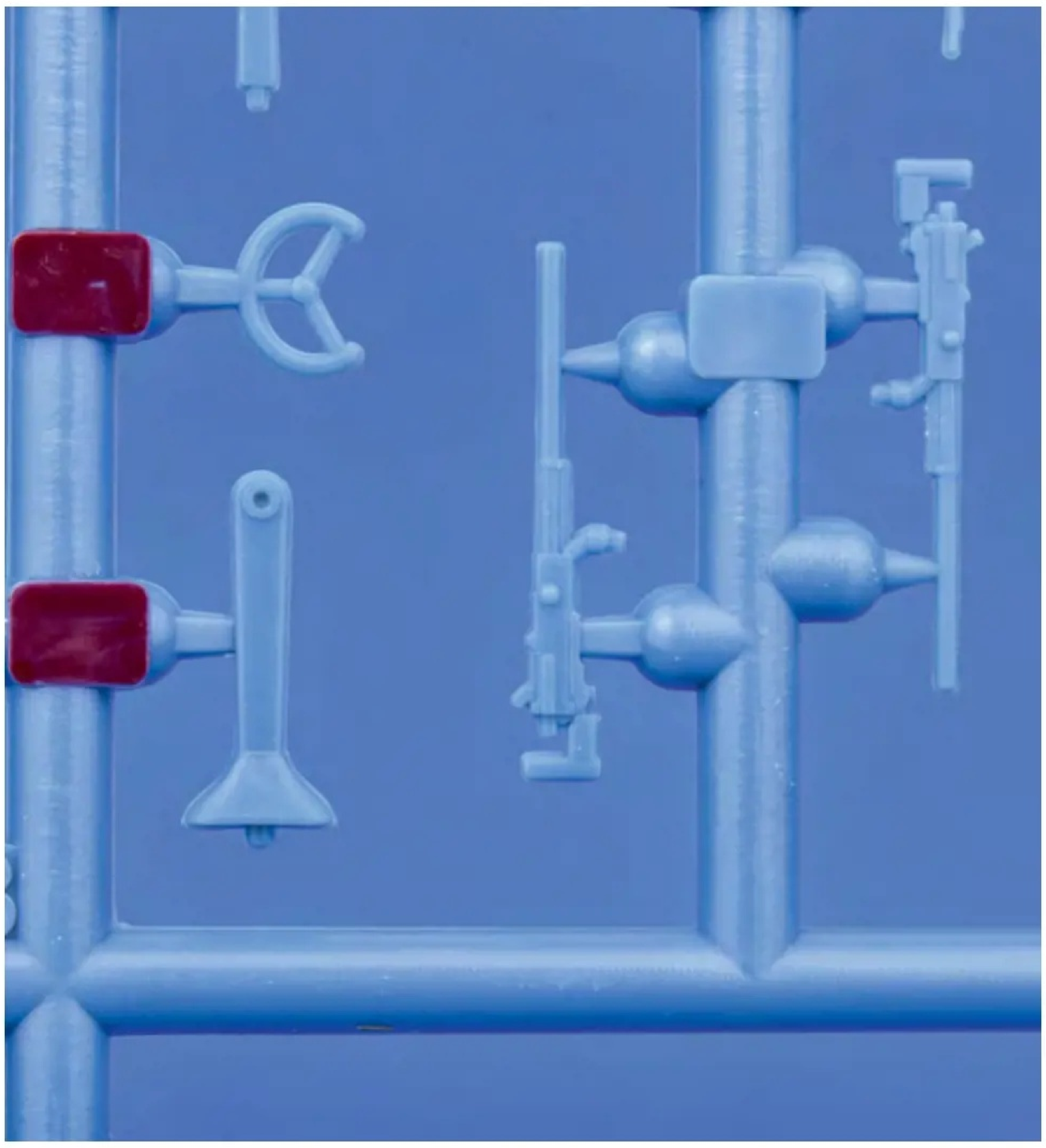
DB-7 'French Service'
By: Azur-FRROM
Stock Code: FR0052
Scale: 1/72
Price: €30
Available from: www.frrom.com



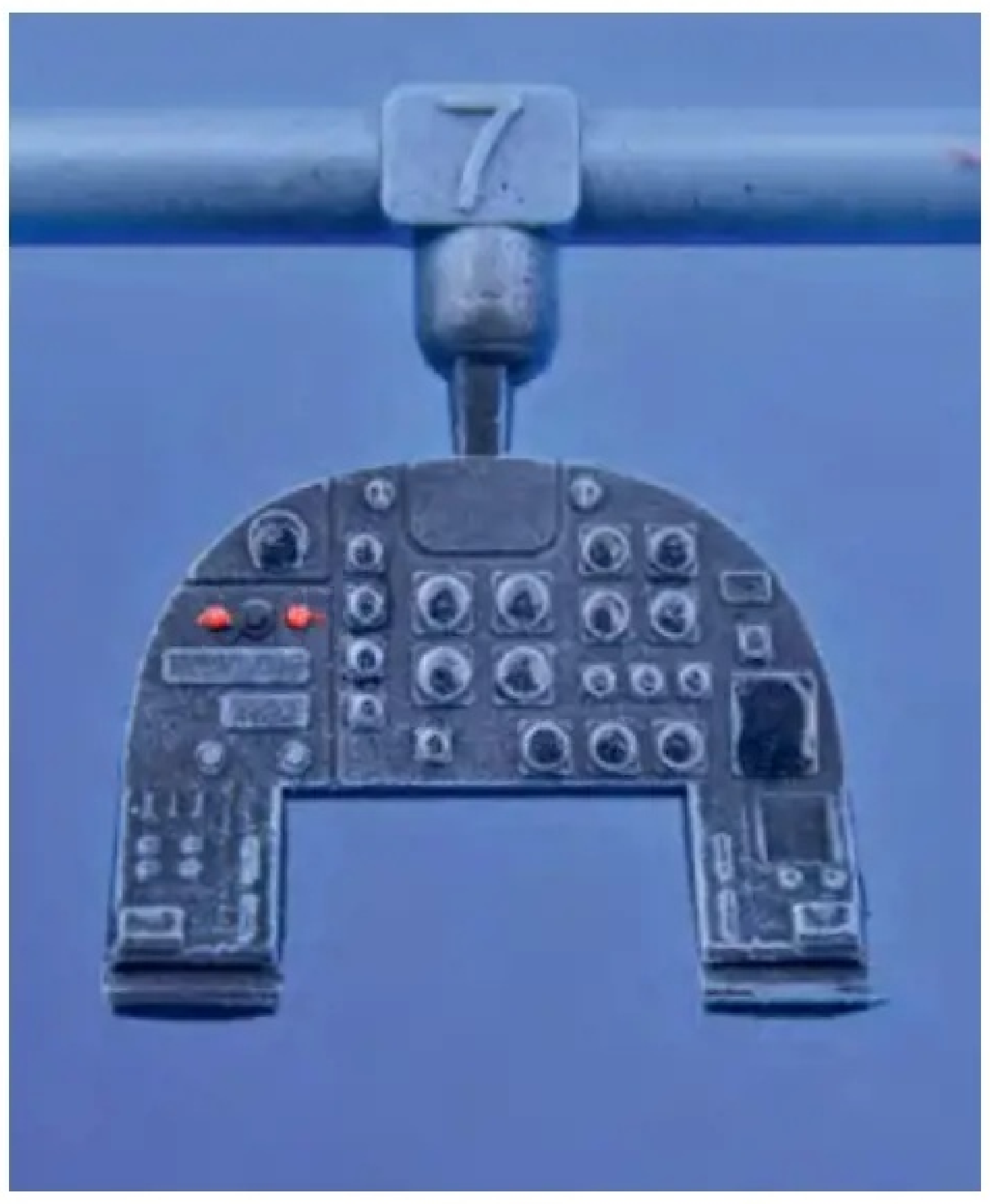
▲ Panel lines were finely engraved and the fuselage and wing components had a slight texture, which disappeared under the layers of primer and paint.



▲ Engine components were moulded beautifully with no flash or mould seams present – these parts were held on Runner C.



▲ Frame 'C' held a small number of items, which were not numbered on the runner (marked in red for clarity), although they are identified on the parts diagram.



▲ After an initial NATO Black basecoat, the instrument panel was dry-brushed and each dial face treated with gloss varnish.

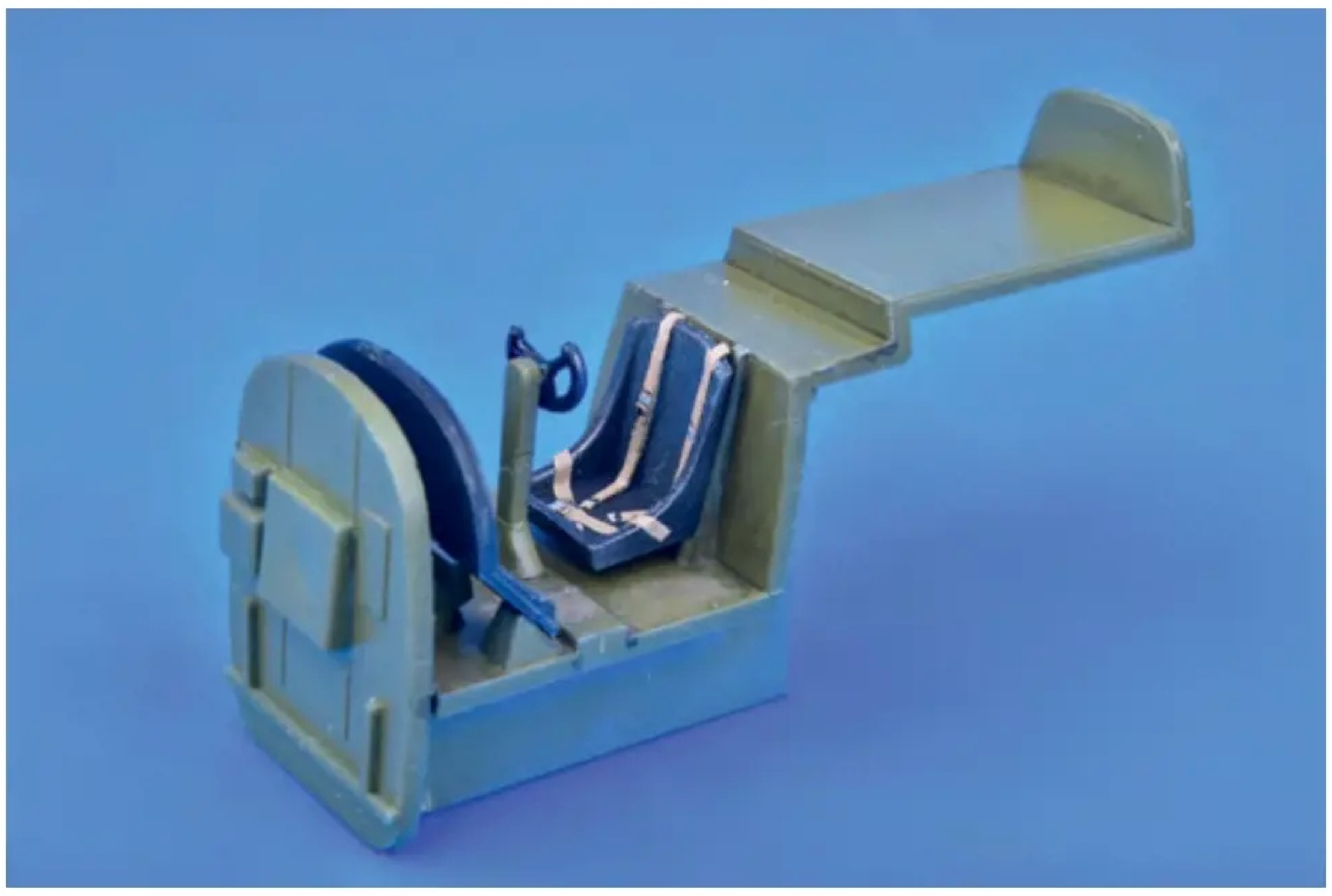
French contracts in the US were transferred to the British, which designated these aircraft as Boston Mk.I and Mk.II, with night fighters and intruders renamed as Havoc Mk.I and Mk.II. After the US and British landings in North Africa in 1942, the DB-7s were back in action against the Axis forces, where it proved to be a capable and adaptable light bomber, with four Browning .303in machine guns in the nose, an upper rear fuselage gun and up to approximately 1,700lb of bombs carried internally.

In French service

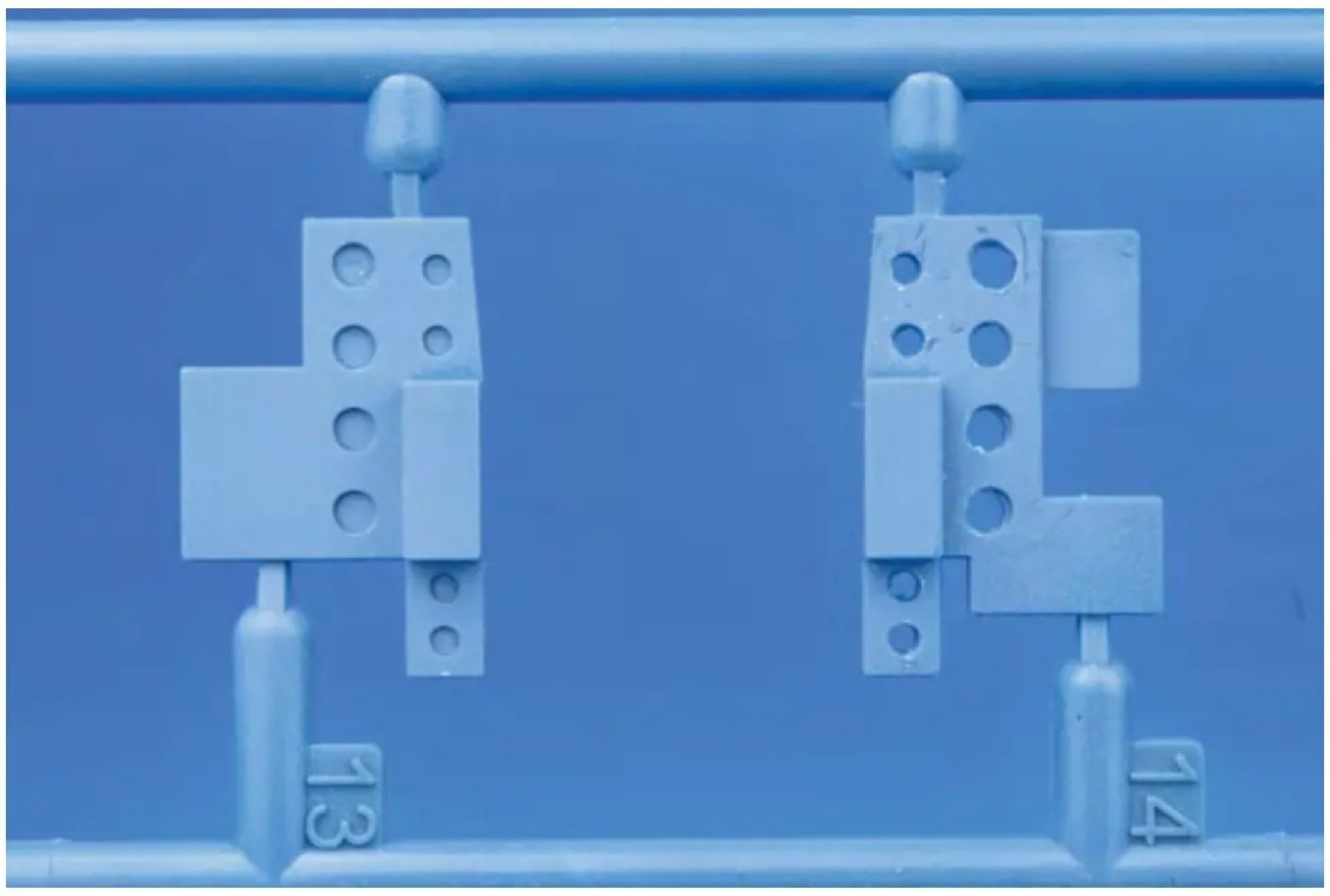
Having read several online reviews of this kit, I knew there may be a degree of filling, sanding and other modelling challenges required. Despite reservations, it was eagerly awaited and arrived in a glossy, top-opening box decorated with attractive digital artwork. It contained a detailed, full-colour instruction booklet, plus a sheet of well-printed decals for three similar schemes, five mid-grey runners, and a transparent frame, which held the nose, windshield and upper rear fuselage glazing components. Runner 'C' carried the beautifully moulded parts for the engines, landing gear and cockpit, these being finely detailed and flash free. This seems to be a newly tooled frame when compared to the other parts which, although reasonable, seemed to be of a slightly poorer quality (perhaps simply from an older tooling?) with minor flash present… predominantly on the propeller blades, fuselage halves and wing parts.

Challenging kit

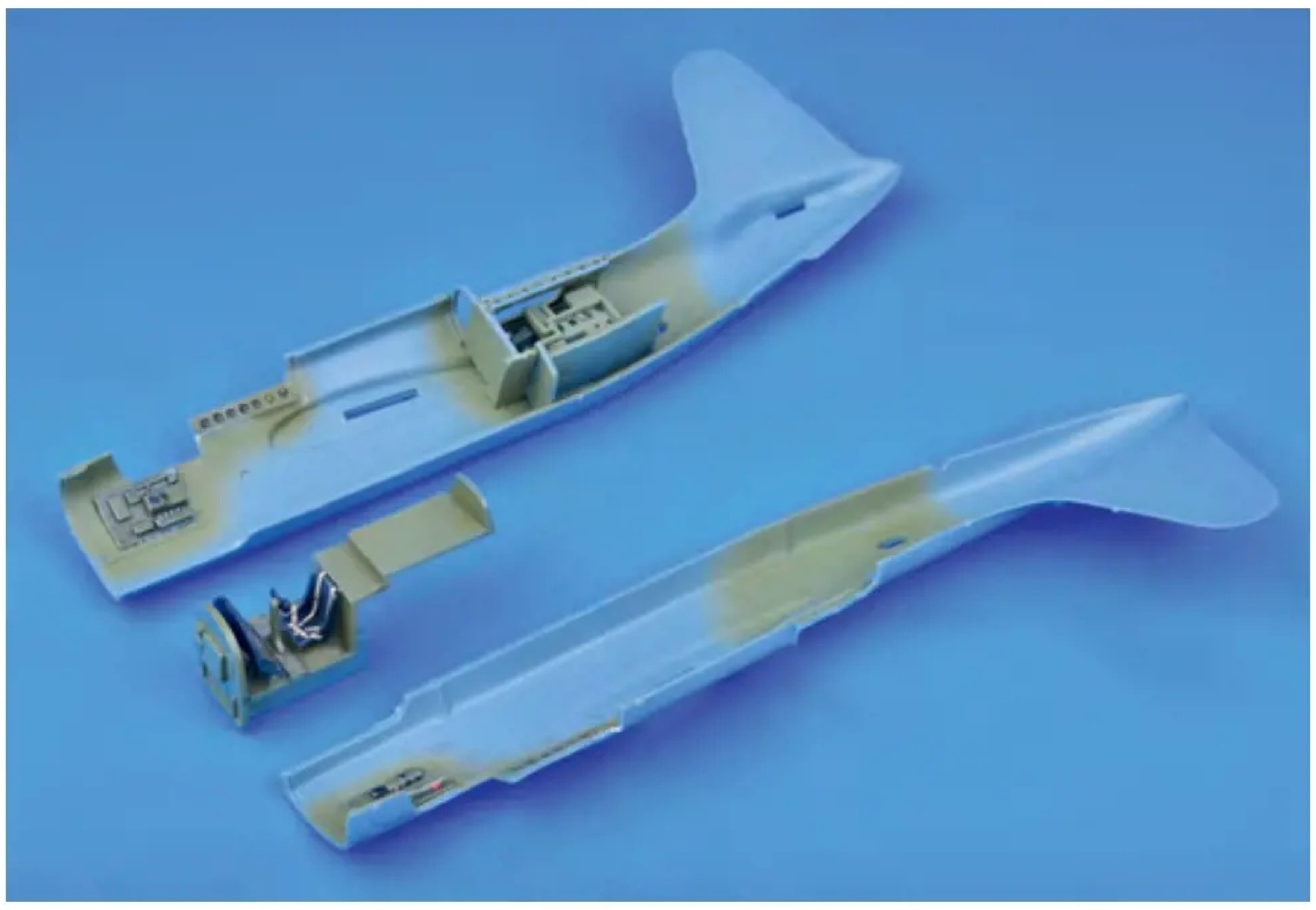
The instructions' easy-to-understand exploded-view diagrams suggested assembly should begin with the cockpit and nosewheel bay. Cockpit components were held on frame 'C' but the control column wasn't numbered on the runner, despite the instructions containing a



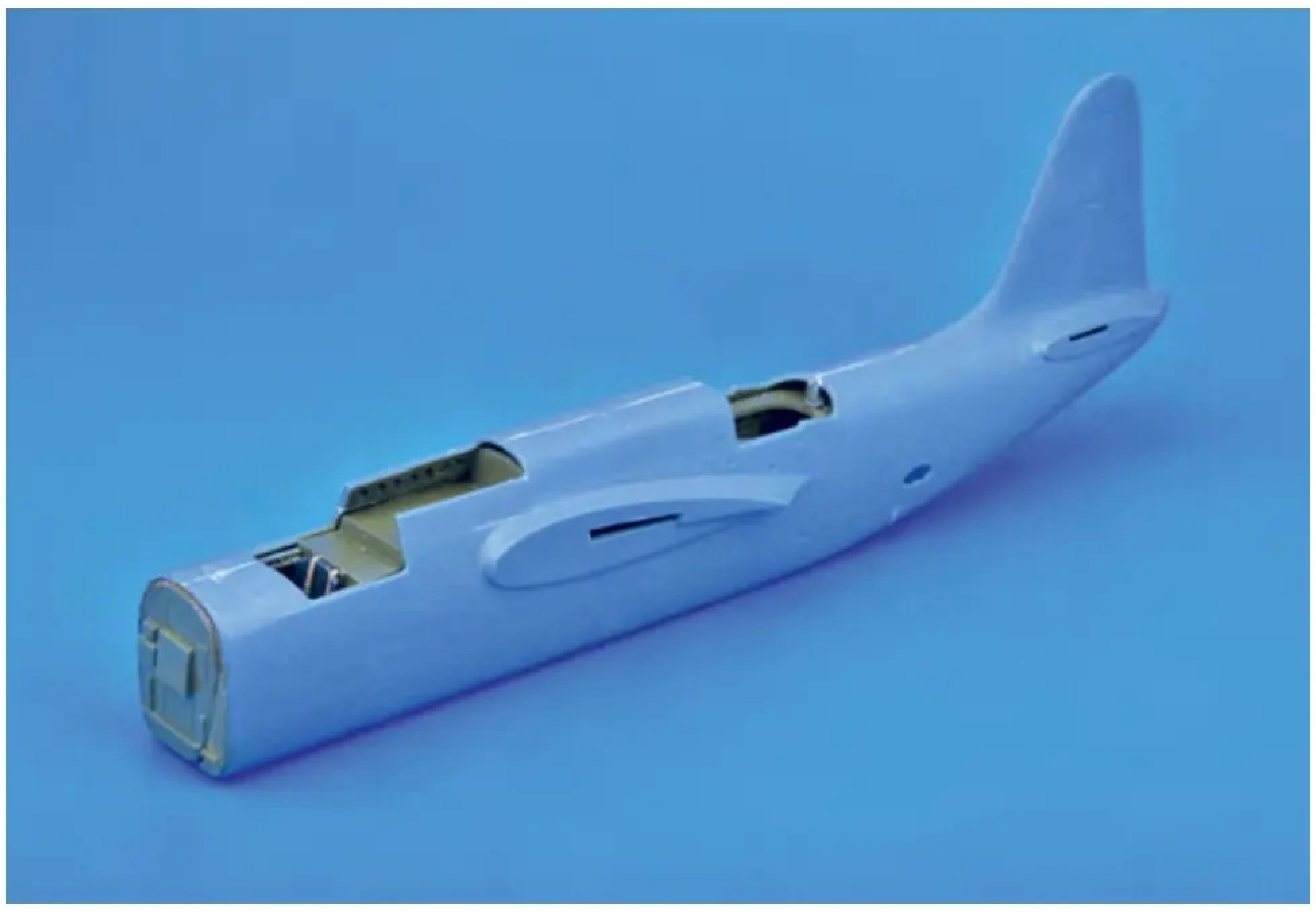
▲ Harnesses for the pilot's seat were fashioned from thin strips of masking tape; the addition of the control column and instrument panel completed the simple cockpit assembly.



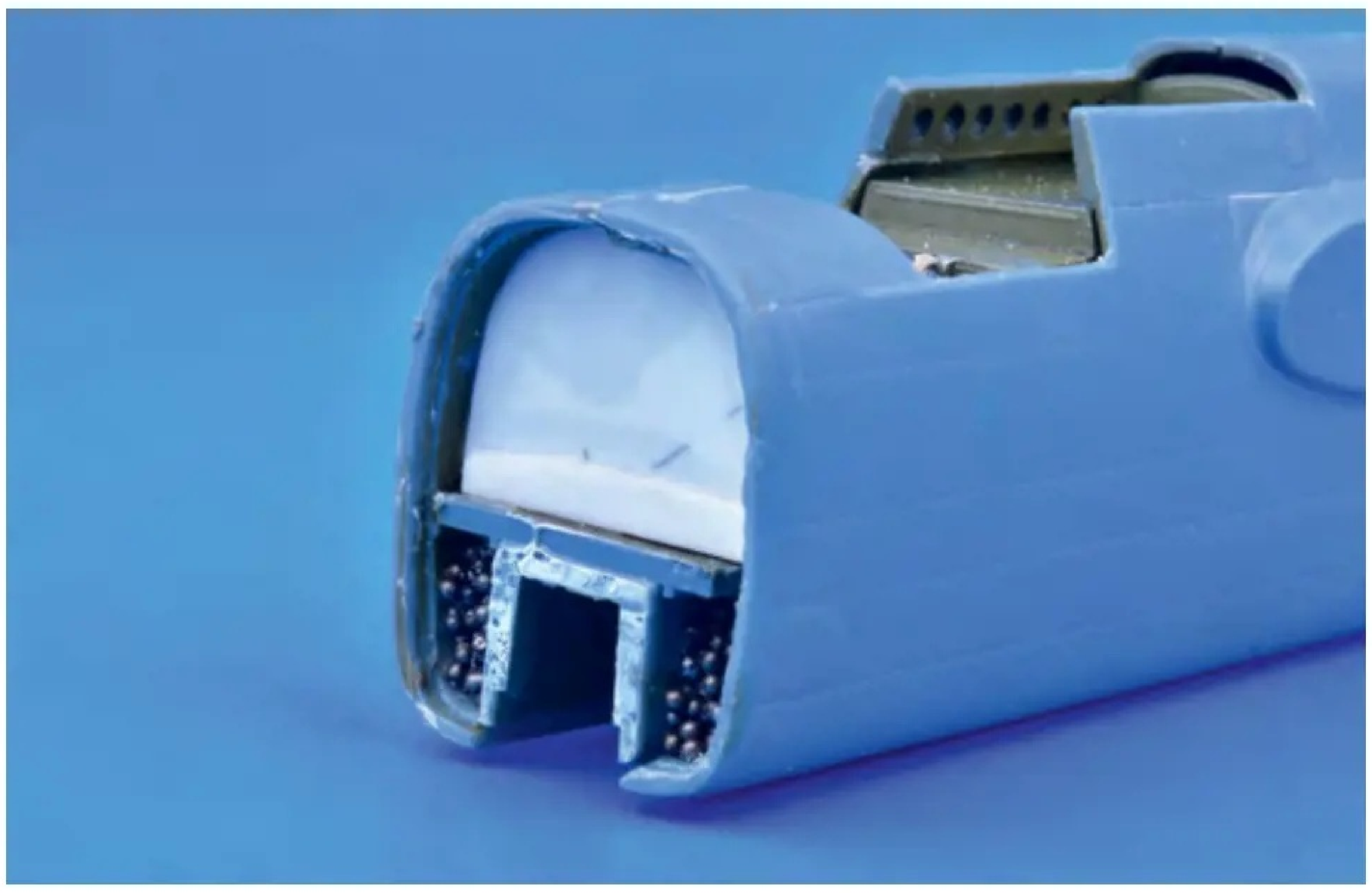
▲ Lightening holes were present on parts D13 & D14, which formed the sidewalls of the dorsal gunner's station; these were drilled carefully before being painted.



▲ Fuselage interiors were painted and weathered as per the cockpit, before the various sub-assemblies were inserted; the dorsal gunner's station required thinning before the fuselage halves would close successfully.



▲ The fuselage seams required treatment with filler, with excess putty removed via a damp cotton bud. Mr. Surfacer was then brushed over the joins and sanded when dry.



▲ Provision for nose weight is minimal, so the forward bulkhead was removed and gaps along the fuselage sides were filled with Liquid Gravity, before a new panel was fashioned from plastic card.

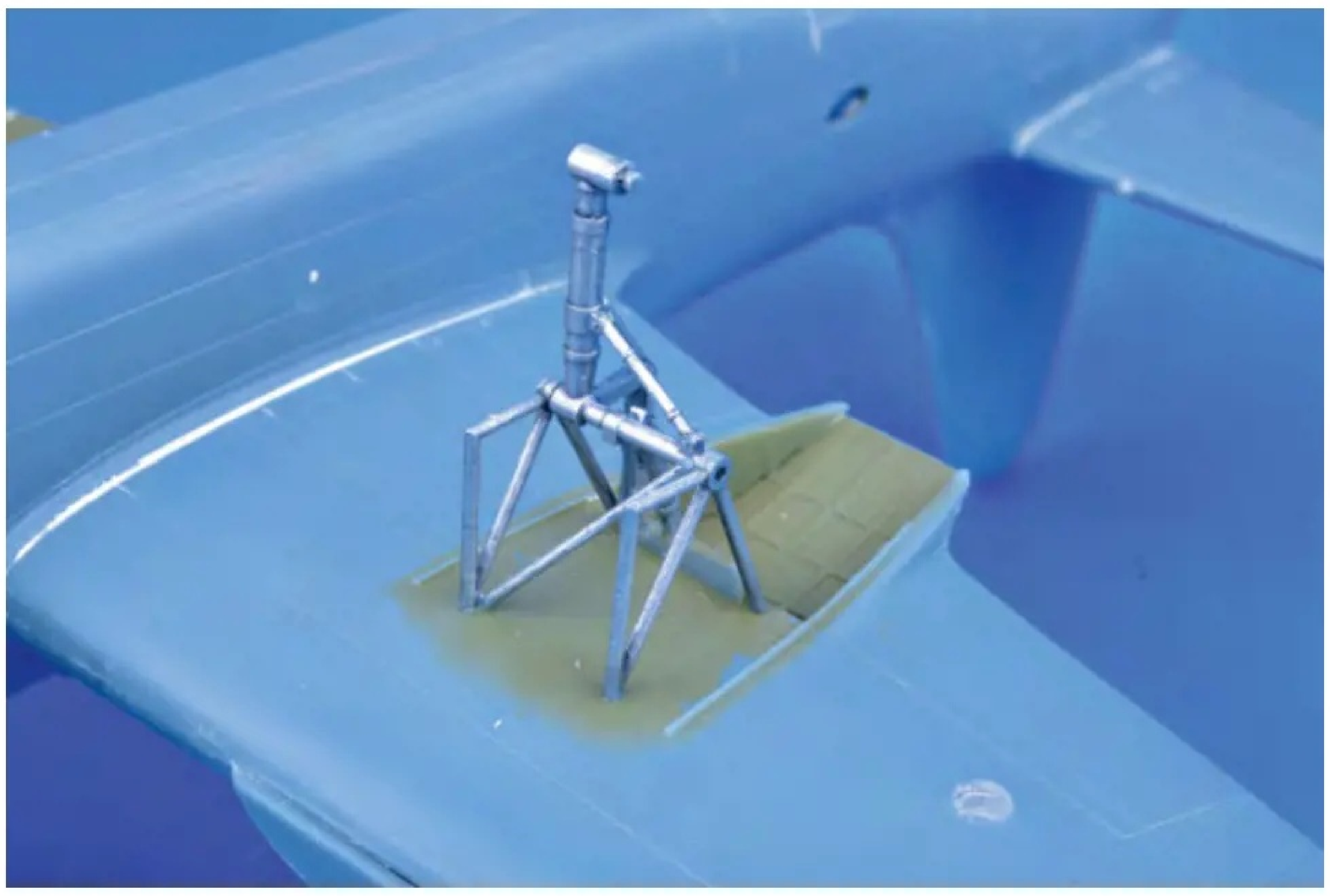
parts diagram. The relevant parts were airbrushed with Vallejo 71.010 Interior Green followed by a light coat of AK Interactive's AK-894 Intermediate Gauzy Agent Shine Enhancer to avoid blooming while the subsequent application of 76.517 Dark Grey Model Wash dried. Following this, a light dry-brushing of 71.065 Steel highlighted any raised detail and imparted a slightly worn appearance. Simple harnesses were made to improve the pilot's seat, via thin strips of masking tape, and the instrument panel received 71.251 NATO Black. Raised dial edges were then accentuated by dry brushing with 71.051 Neutral Grey, after which the dial 'faces' each received a dot of AK-893 Glass Coat Gauzy Agent to create the illusion of glass, although a decal is supplied if the modeller prefers this approach.

The rear-gunner's position parts were painted as per the cockpit assembly, although lightening holes were drilled in the side panels before this, followed by test-fitting into the fuselage – revealing that their width needed reducing slightly. For the fuselage

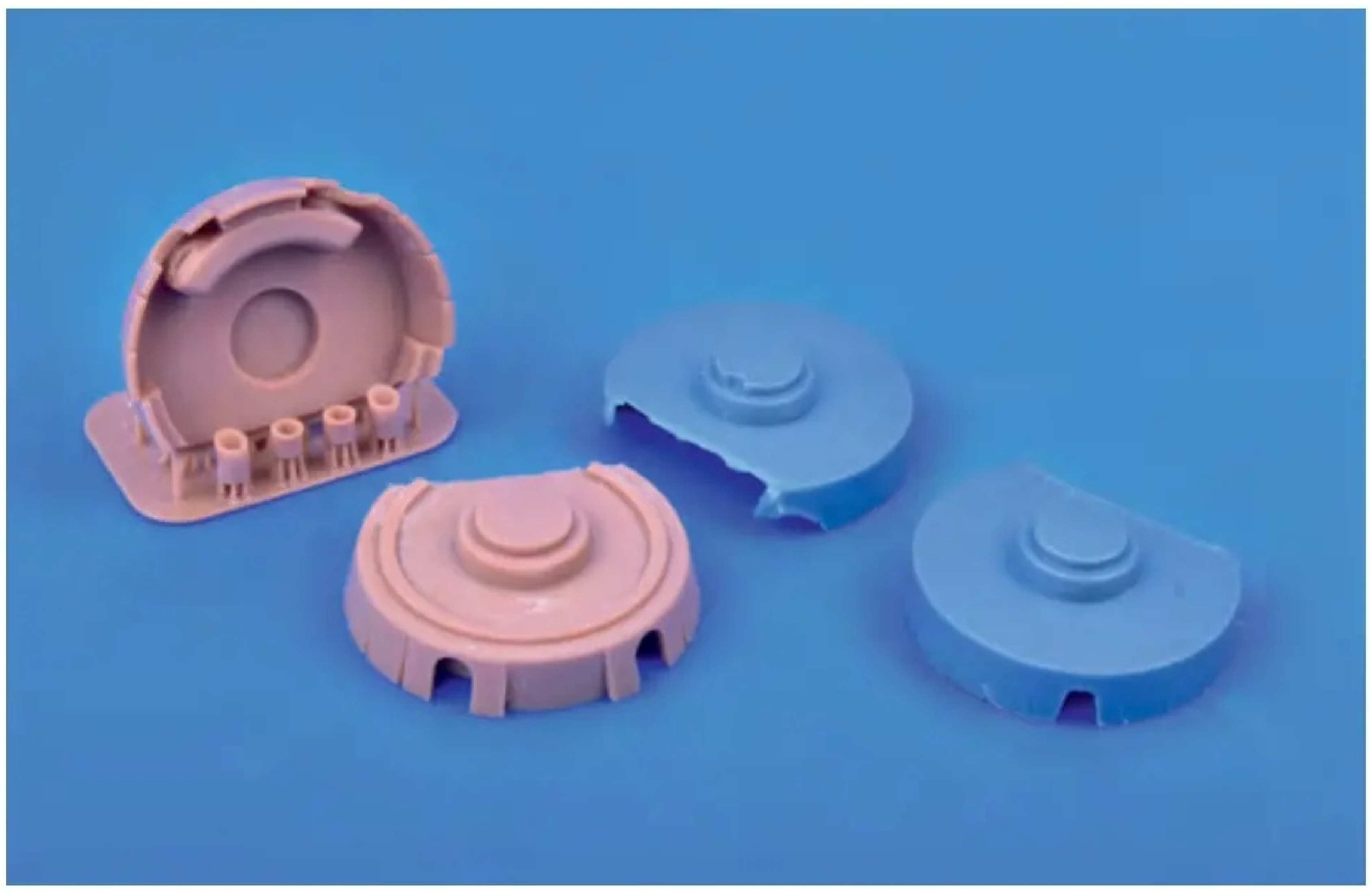
DOUGLAS
DB-7 B-3
№ 45

"This is a neat 1/72 representation of the Douglas DB-7 by Azur-FFROM"

▲ **The wings and horizontal stabilisers required minor filling before they could be added to the fuselage, with the wing roots also needing judicious remedial work.**



▲ **The undercarriage appears complex, but is relatively straightforward to build – remember to spray the bay interior colour before securing the landing gear to the wing.**



▲ **Azur-FRROM's exhausts have just a single nozzle on each side, but the real aircraft had two; fortunately, CMK's aftermarket set corrects this issue with ease. The detailed radial engines fitted to these perfectly.**

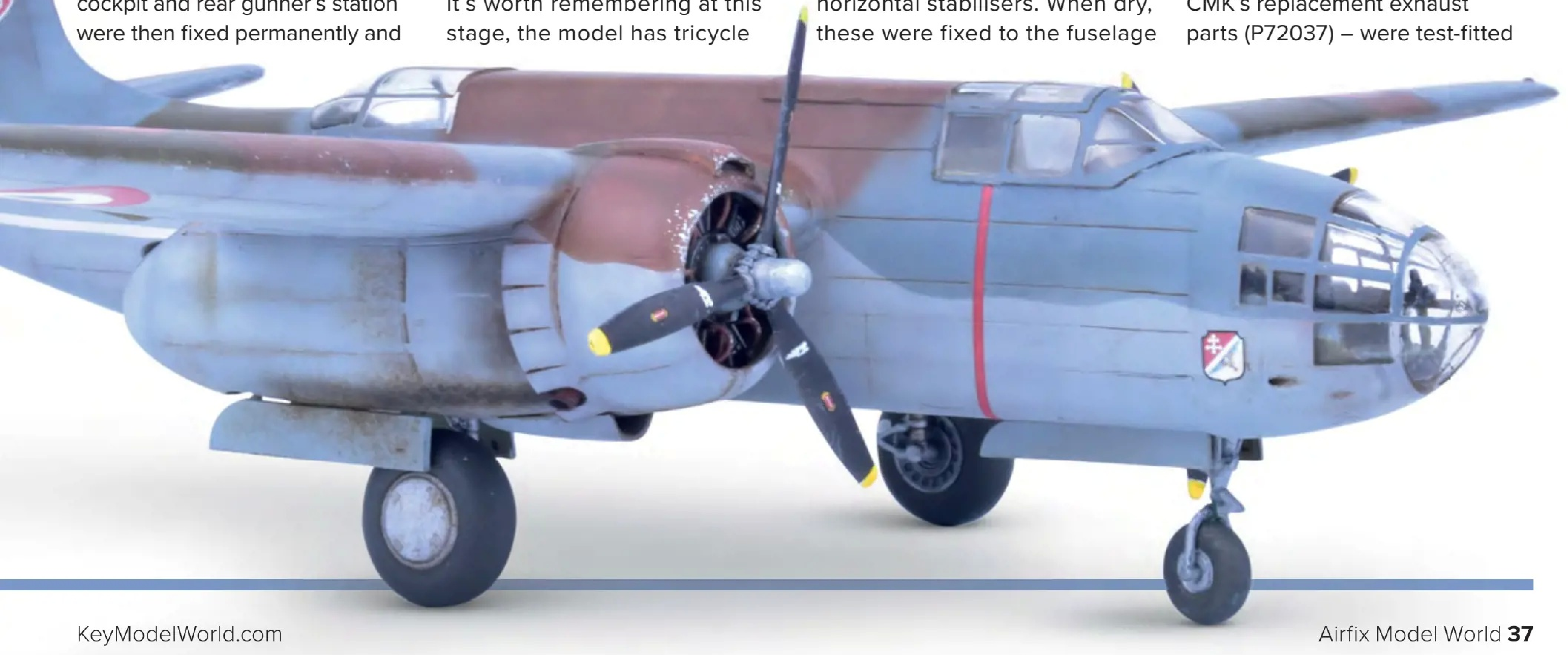
to close successfully, it was necessary to also remove minor flash from each part by scraping gently with a sharp blade. These proved to be just the first of several challenges during the build. The cockpit and rear gunner's station were then fixed permanently and the fuselage halves were brought together using Tamiya Extra Thin Cement, with the fuselage held together using tape.

Additional weight

It's worth remembering at this stage, the model has tricycle undercarriage, and will become a 'tail-sitter' unless ballast is added to the nose. However, on the DB-7, this is mainly glazing, and Azur-FRROM identifies just a small area in the extreme nose for approximately 10g of ballast. Instead, the bulkhead forward of the instrument panel was removed to reveal a void on each side of the fuselage. These gaps were plugged with pieces of packing foam, filled with Deluxe Materials' Liquid Gravity and fixed with cyanoacrylate (CA) adhesive to add extra weight. A piece of plastic card was cut, shaped and fixed to create a new bulkhead, which allowed a small amount of extra weight to be added in front of the cockpit.

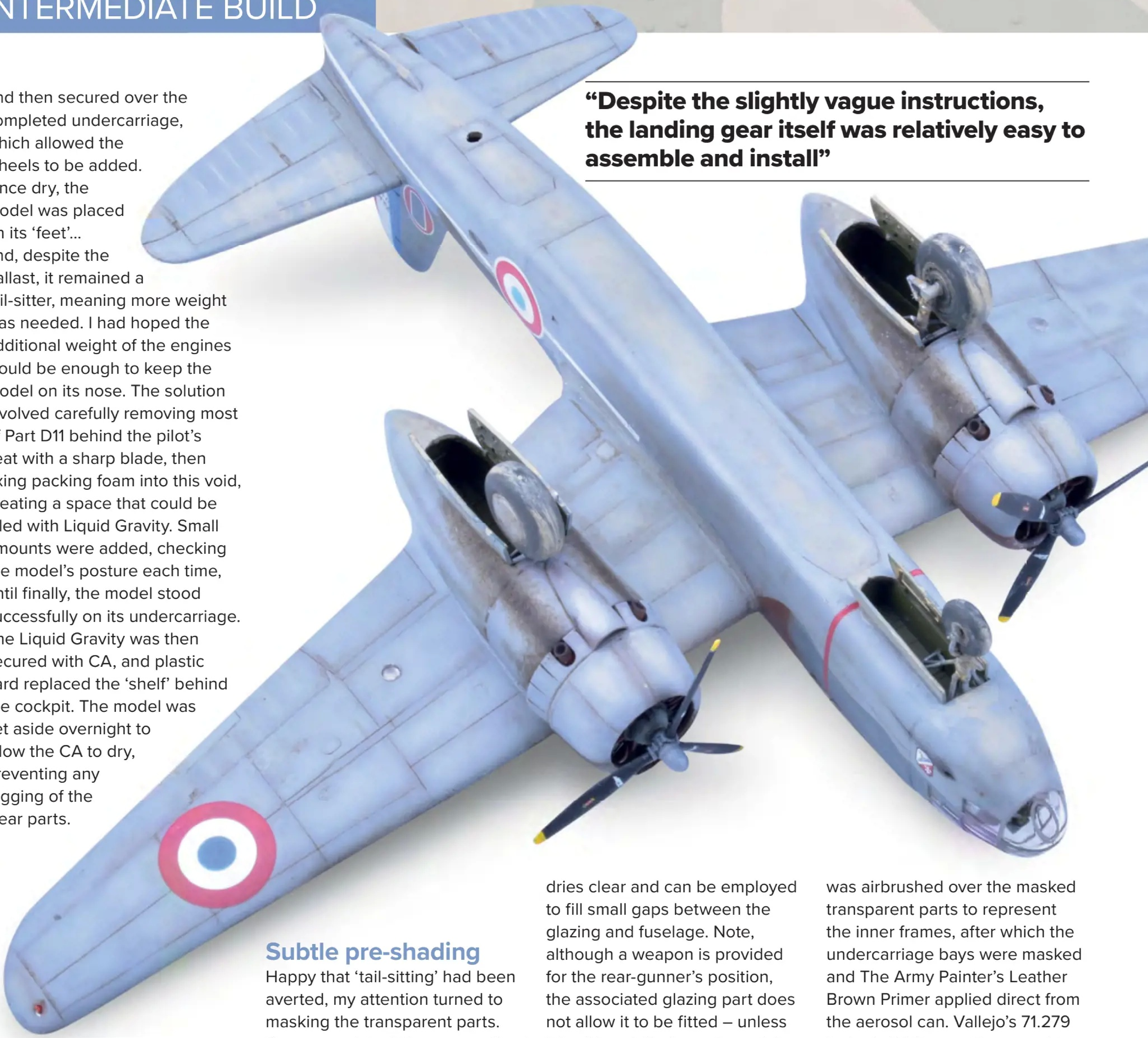
Upper and lower wing parts were joined and held with small clamps and tape, as were the horizontal stabilisers. When dry, these were fixed to the fuselage using Extra Thin Cement and the model was set aside to allow the glue to cure. Thin gaps were evident on both the upper and lower fuselage and along the wing roots… these were filled using Plastic Putty, with excess material removed via a damp cotton bud. When dry, the joins received a thin layer of Mr. Surfacer 1000 and sanded when dry… it was then necessary to reinstate several panel lines with a scribing tool.

The only way to check properly if enough ballast had been added was to assemble and attach the landing gear; first, the undercarriage was airbrushed with Interior Green. Despite the slightly vague instructions, the landing gear itself was relatively easy to assemble and install. Next, the constructed and painted engine nacelles – including CMK's replacement exhaust parts (P72037) – were test-fitted



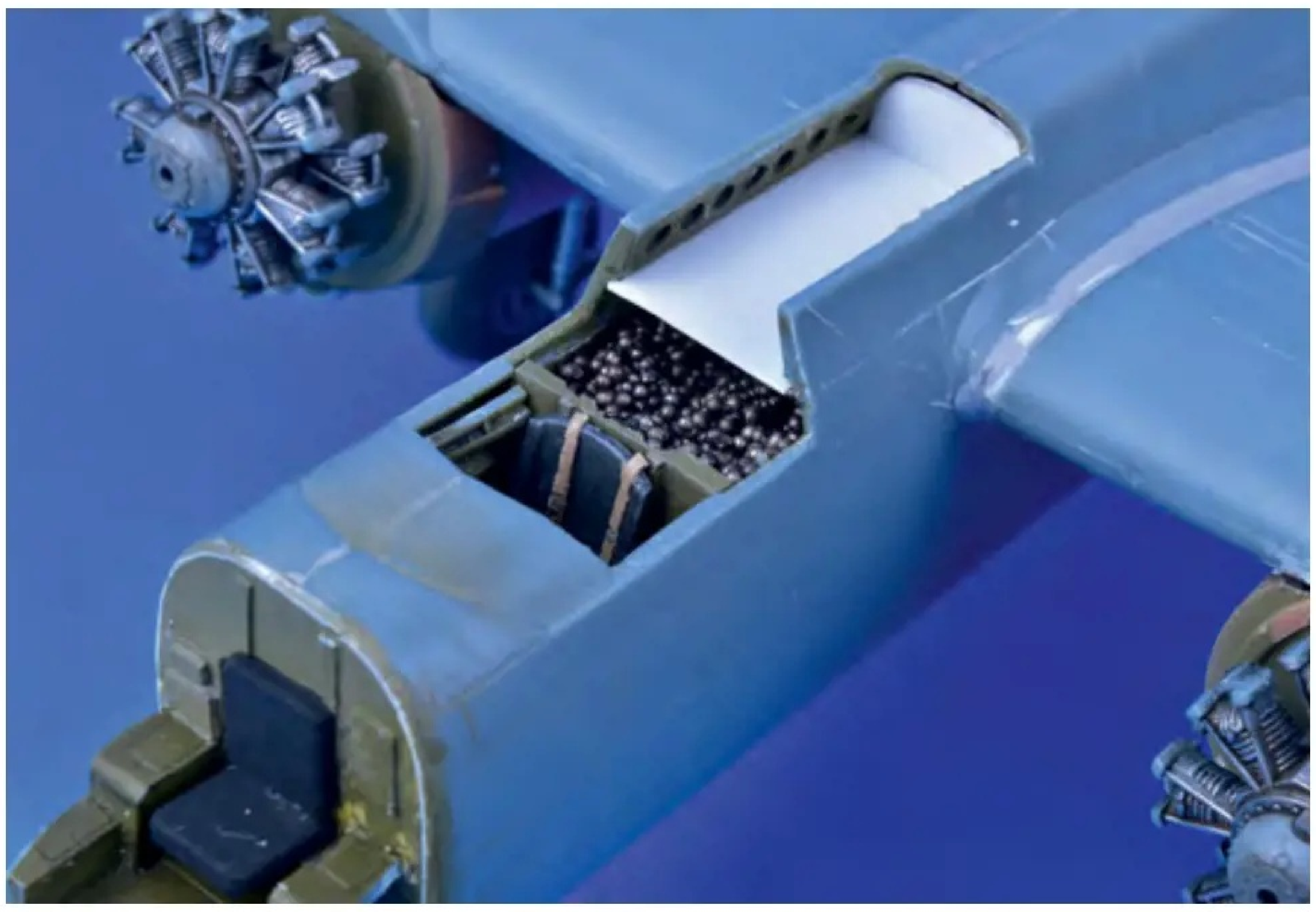
and then secured over the completed undercarriage, which allowed the wheels to be added. Once dry, the model was placed on its 'feet'... and, despite the ballast, it remained a tail-sitter, meaning more weight was needed. I had hoped the additional weight of the engines would be enough to keep the model on its nose. The solution involved carefully removing most of Part D11 behind the pilot's seat with a sharp blade, then fixing packing foam into this void, creating a space that could be filled with Liquid Gravity. Small amounts were added, checking the model's posture each time, until finally, the model stood successfully on its undercarriage. The Liquid Gravity was then secured with CA, and plastic card replaced the 'shelf' behind the cockpit. The model was set aside overnight to allow the CA to dry, preventing any fogging of the clear parts.

> **"Despite the slightly vague instructions, the landing gear itself was relatively easy to assemble and install"**



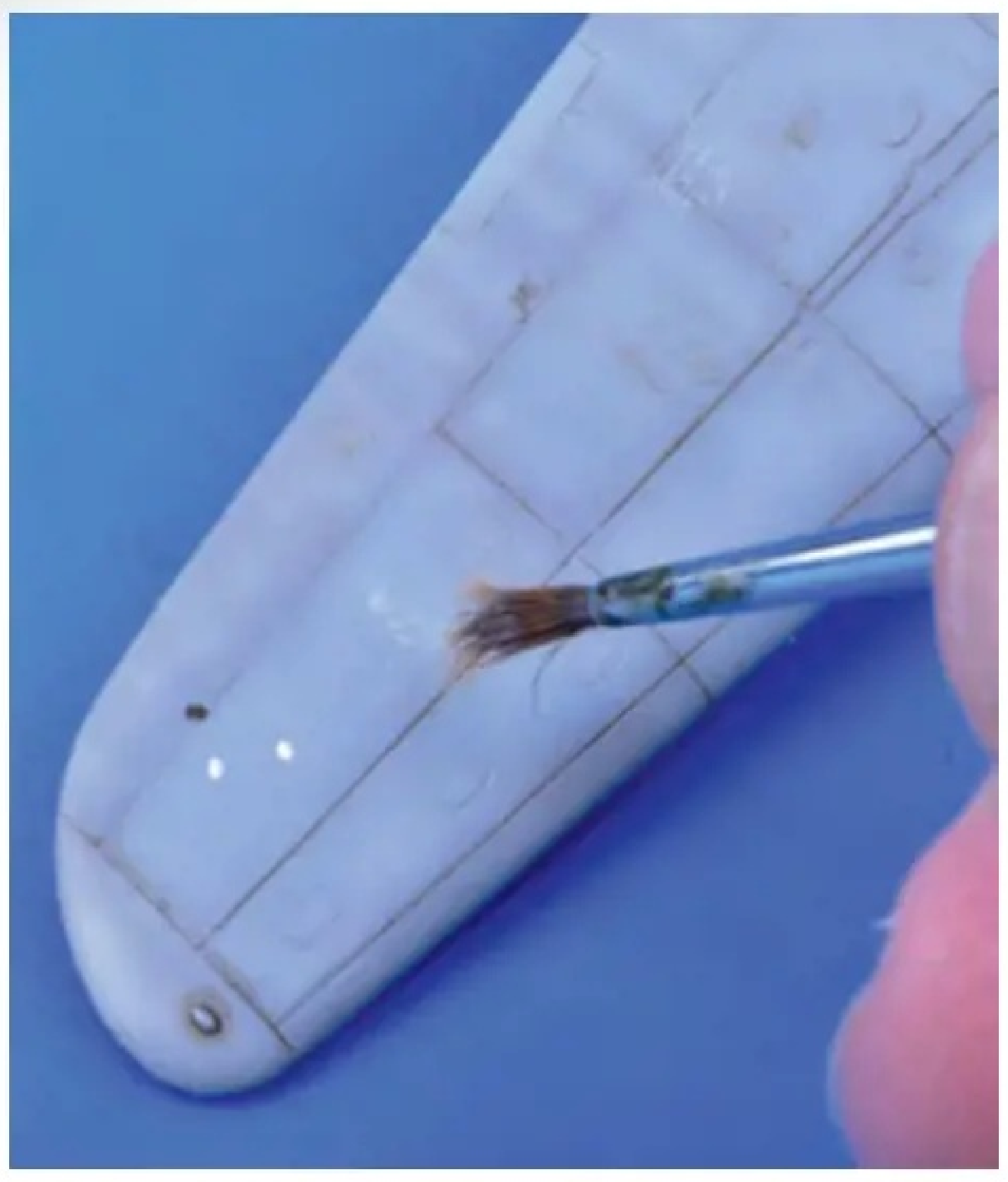
Subtle pre-shading

Happy that 'tail-sitting' had been averted, my attention turned to masking the transparent parts. Once completed, these were fixed using PVA glue, which usefully dries clear and can be employed to fill small gaps between the glazing and fuselage. Note, although a weapon is provided for the rear-gunner's position, the associated glazing part does not allow it to be fitted – unless it is either drilled or cut carefully and fixed open. Interior Green was airbrushed over the masked transparent parts to represent the inner frames, after which the undercarriage bays were masked and The Army Painter's Leather Brown Primer applied direct from the aerosol can. Vallejo's 71.279 Insignia White was then used to create a subtle pre-shaded effect

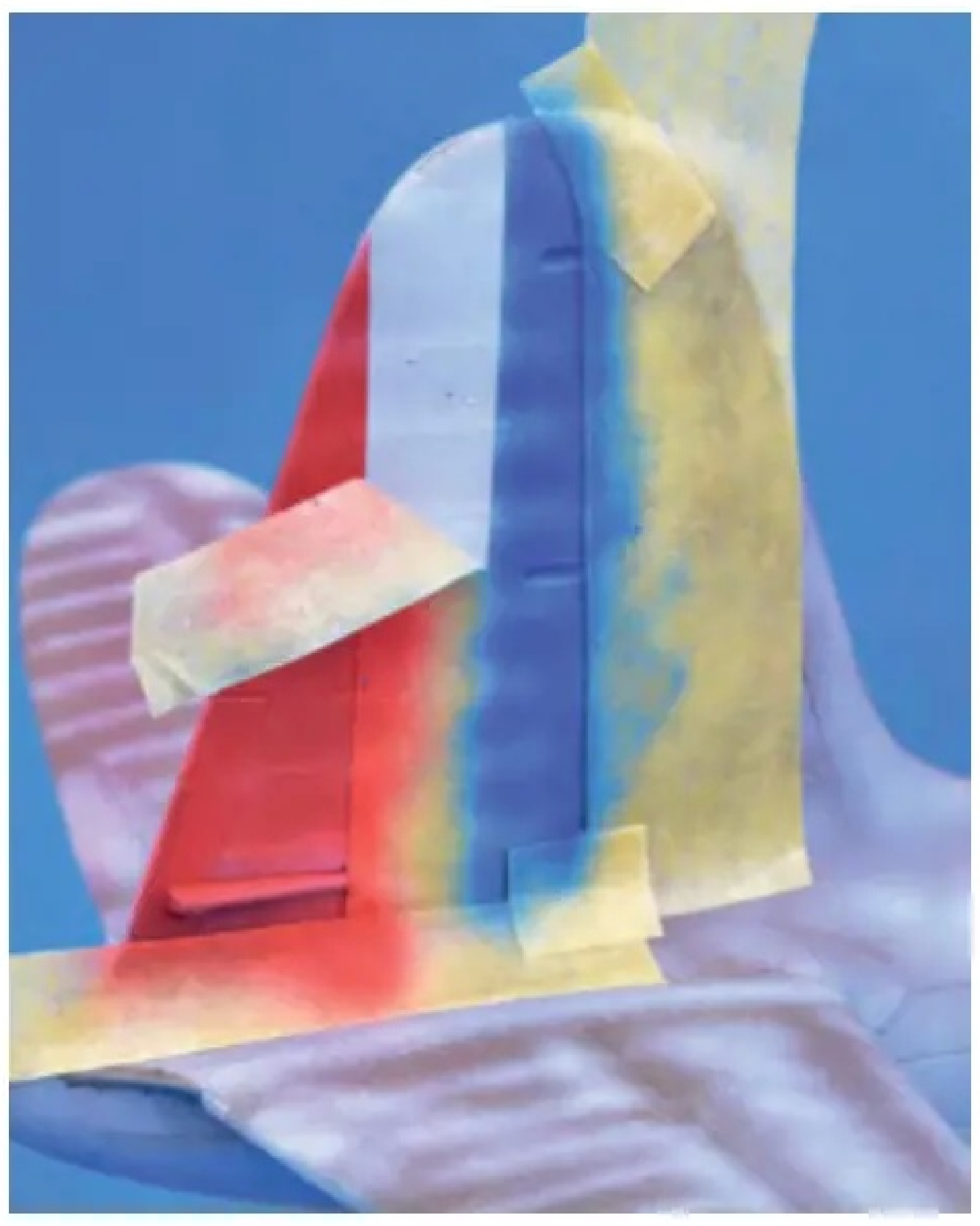


▲ Despite earlier efforts to prevent tail-sitting, more nose weight was required; this was added to a fuselage void behind the cockpit; a replacement part for the 'shelf' was made from plastic card.

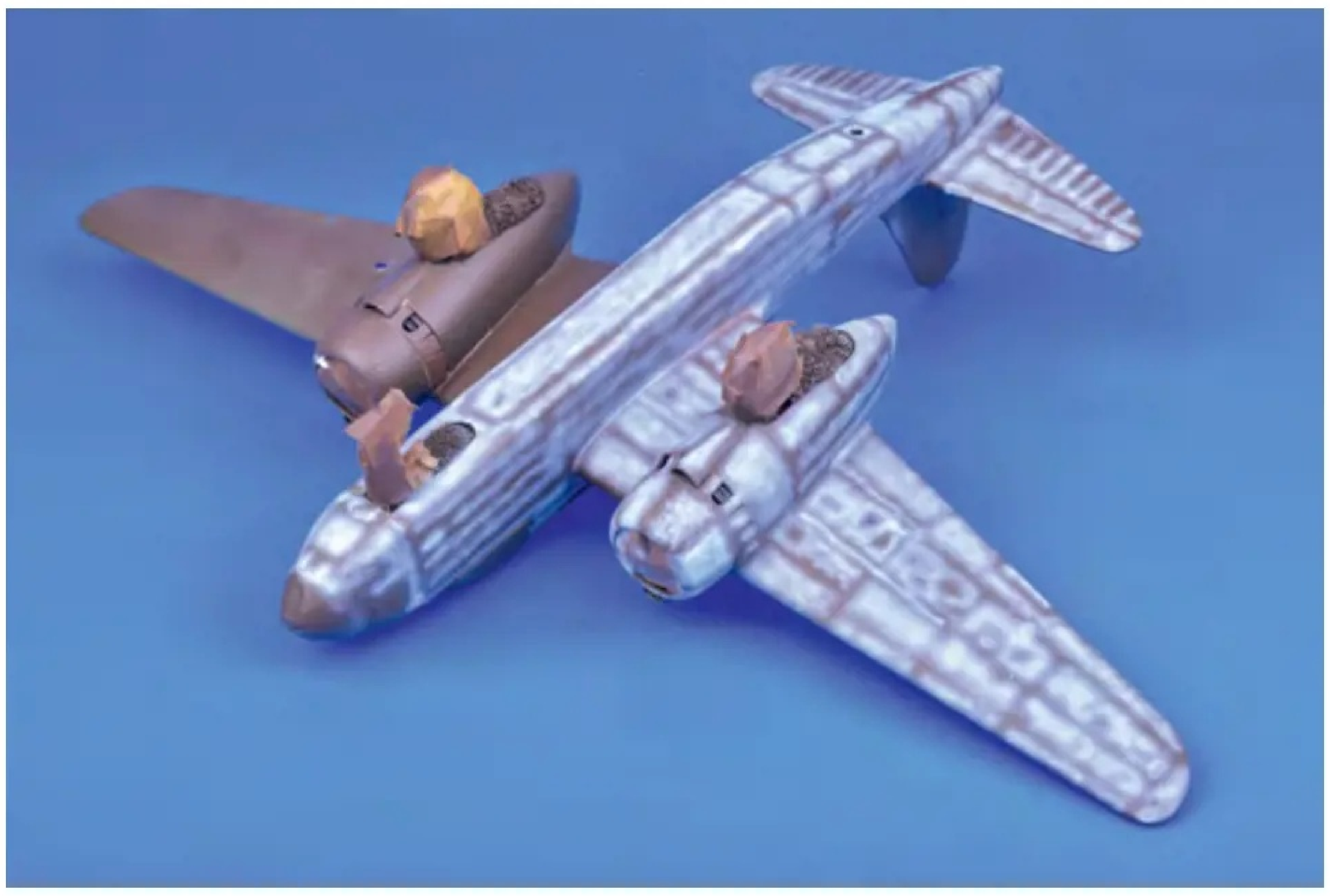
▲ Fixing the wheels to the undercarriage allowed for a final check on the model's balance. Once satisfied, the clear parts were masked and attached to the fuselage, before final checks on seams and the spraying of Interior Green over the glazing frames.



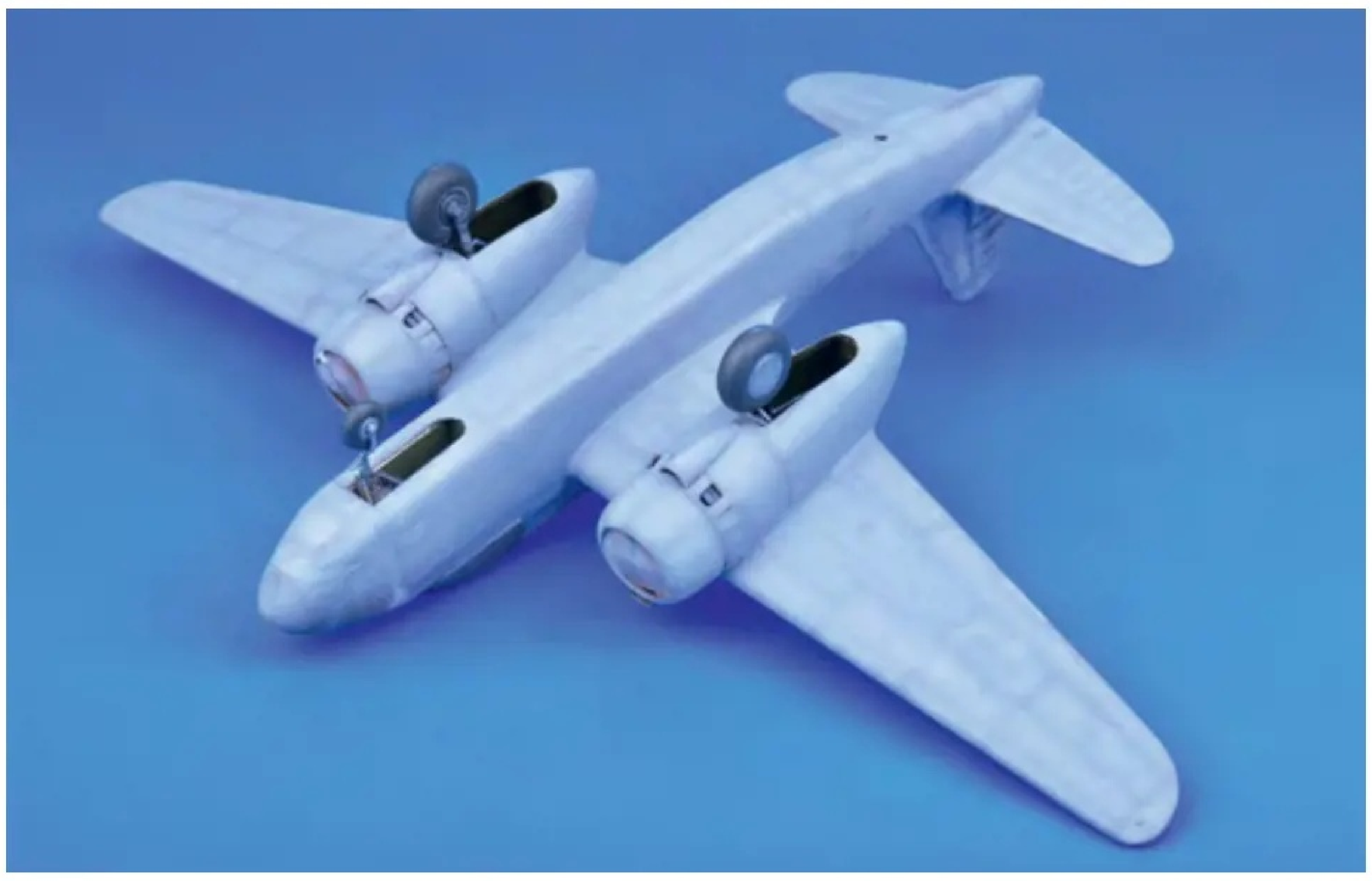
▲ Further tonal variations were created using an oil-dot technique, which was applied onto gloss varnish surfaces, being blended via an old brush.



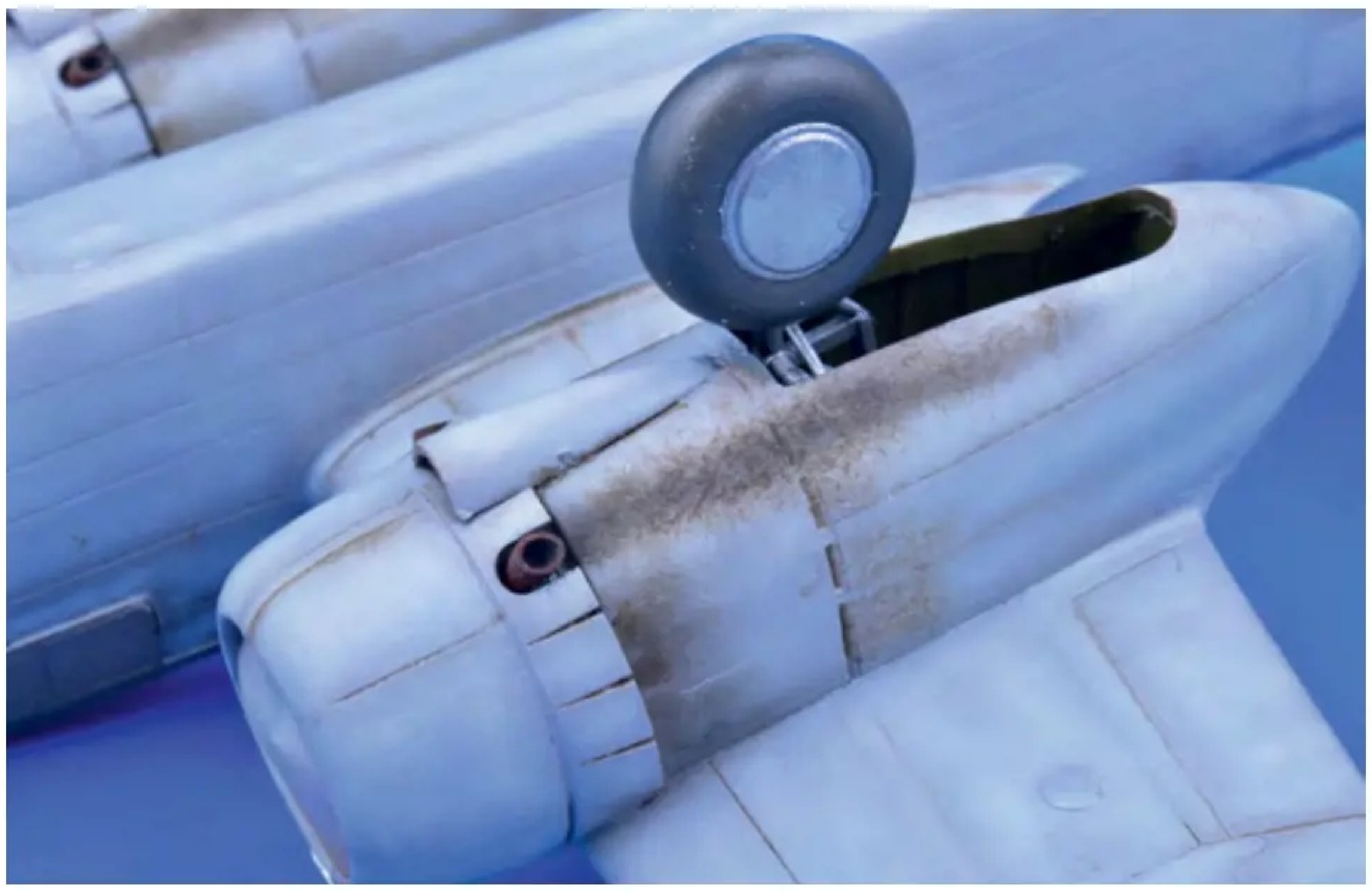
▲ The rudder was painted white, after which the red and blue sections were added, after masking each accordingly.



▲ The undercarriage and bays were masked before a brown primer coat; this creates a less stark pre-shade compared to black. Next, white was airbrushed onto panel centres, working out to the lines for a graduated effect.



▲ The pre-shaded lower surfaces were airbrushed lightly with pale blue grey, allowing the underlying tones to be just visible.



▲ Oil colours were dotted onto the engine nacelles aft of the cowling and exhaust outlets; these were blended onto the surface with an old brush to create exhaust stains, which were enhanced using airbrushed NATO Black.

MATERIALS AT A GLANCE

AK Interactive (www.ak-interactive,com)
AK-893 Glass Coat Gauzy Agent
AK-894 Intermediate Gauzy Agent Shine Enhancer

Army Painter (www.thearmypainter.com)
Matt Leather Brown Primer

Deluxe Materials (www.deluxematerials.com)
Liquid Gravity
Perfect Plastic Putty

Humbrol (https://uk.humbrol.com)
AD6049 Acrylic Matt Spray Varnish

Mr. Hobby (www.albionhobbies.com)
Mr. Surfacer 1000

Vallejo (www.creativemodels.co.uk)
71.001 White
71.010 Interior Green
71.046 Pale Blue Grey
71.051 Neutral Grey
71.057 Black
71.065 Steel
71.084 Fire Red
71.251 NATO Black
71.279 Insignia White
72.021 Magic Blue
73.121 Desert Dust
76.517 Dark Grey Model Wash

Tamiya (www.hobbyco.net)
XF-64 Red Brown
XF-81 Dark Green 2 (RAF)
XF-82 Ocean Grey 2 (RAF)

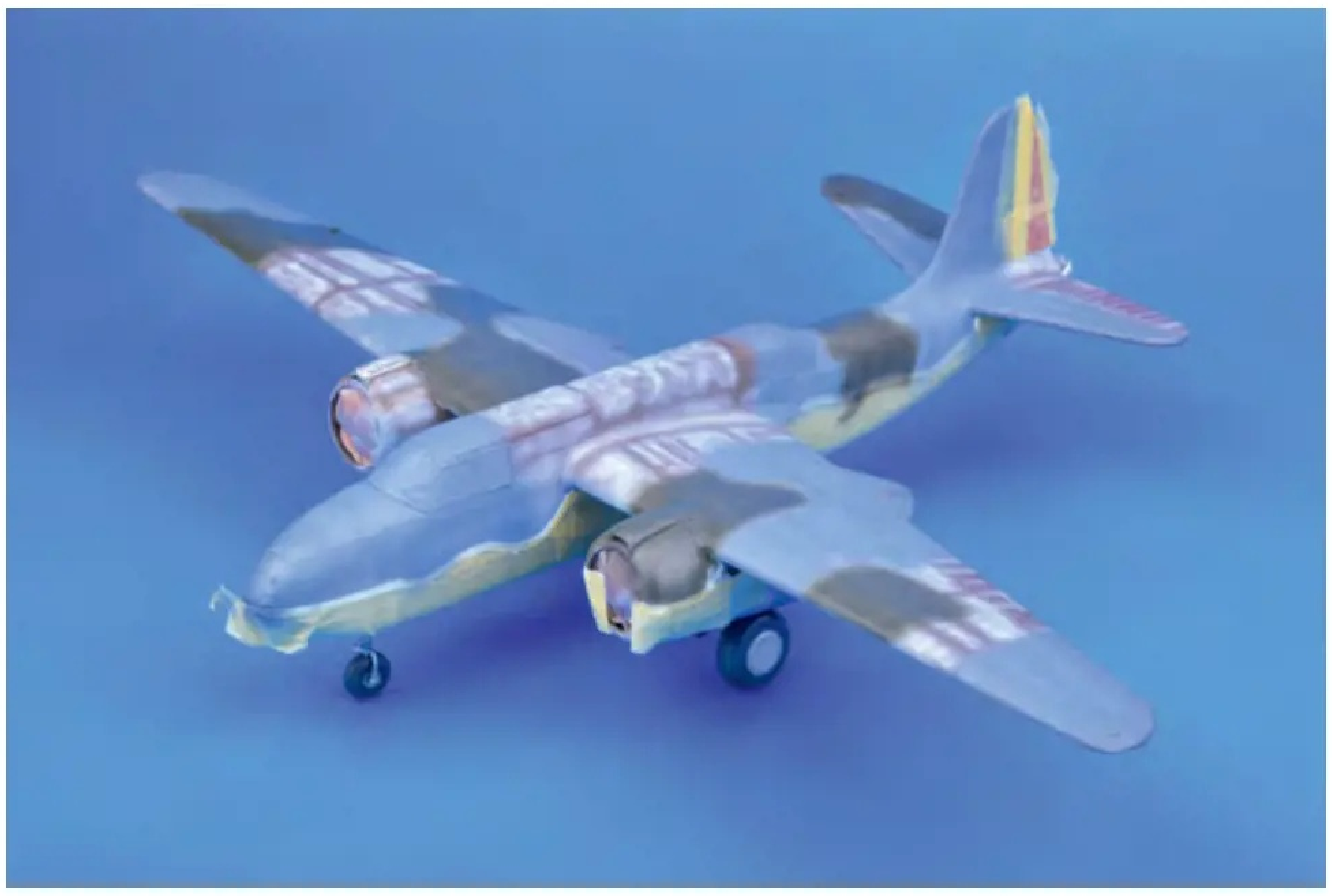
Winsor & Newton (https://uk.winsornewton.com)
Griffin Alkyd Naples Yellow
Griffin Alkyd Payne's Grey

by airbrushing from the centre of each panel outwards on the lower and upper surfaces. This leaves a brown edge to each panel and successfully creates tonal variation when the camouflage colours are subsequently added.

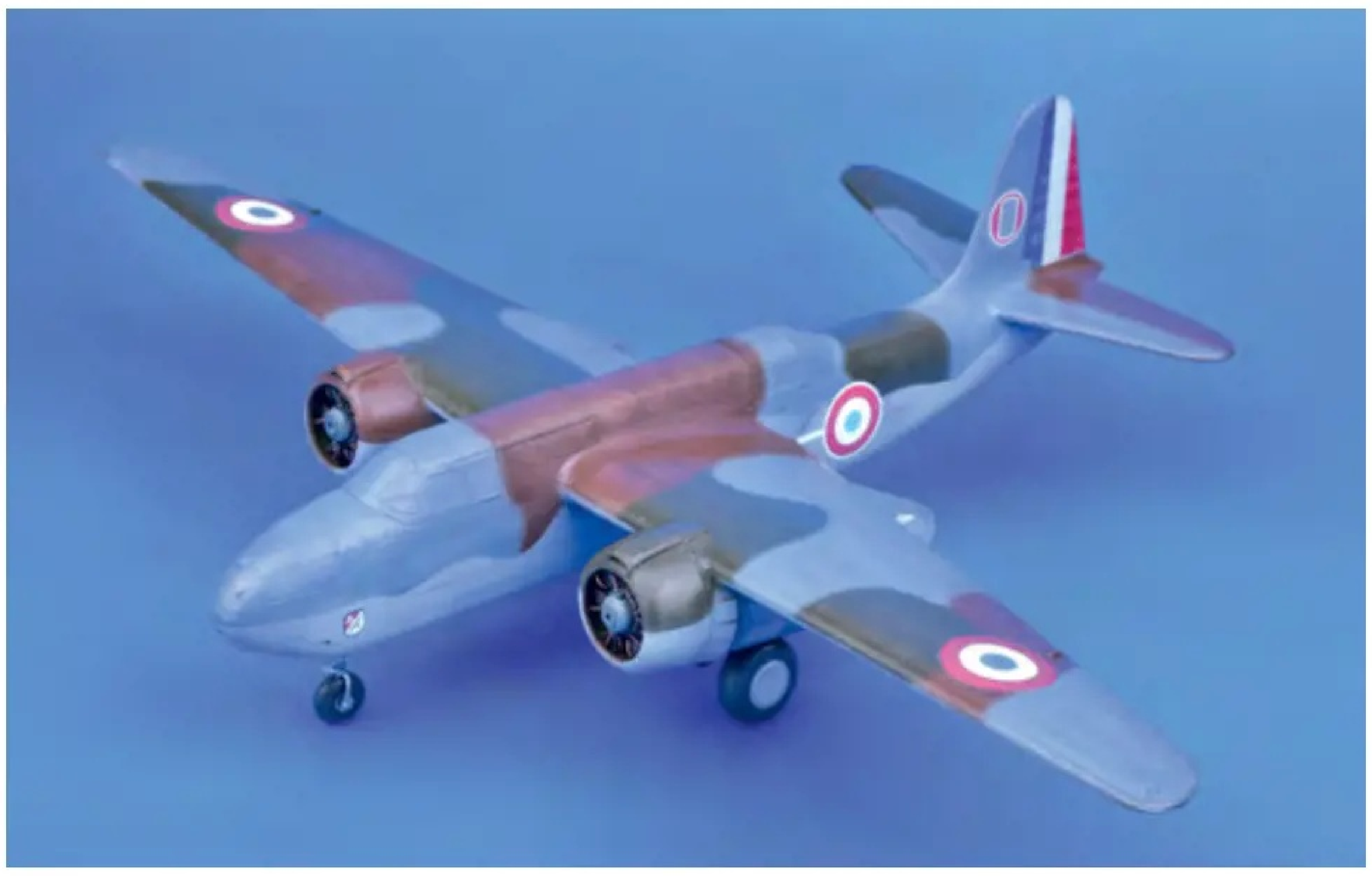
Removable carrier film

Next, the lower surfaces were sprayed with thin coats of 71.046 Pale Blue Grey to allow the pre-shading to be just visible. A light coat of Intermediate Gauzy Agent Shine Enhancer was then applied over the camouflage to seal and protect the paint, plus allow the application of decals and oil colour weathering. This is achieved with dots of Winsor & Newton Griffin Alkyd, Fast Drying Oil Colours, which were rubbed gently and blended onto the model's surface via an old brush. This was used to strengthen panel lines, create areas of dirt and to alter the tone of the underlying camouflage. For example, Burnt Umber and Paynes Grey oil colours were used on the engine nacelles aft of the cowling and exhaust outlets to create exhaust stains. When the oil colours were dry, diluted 71.251 NATO Black was airbrushed lightly onto the nacelles – over the oil colours – to create a tarnished, sooty effect. Kit decals were applied in the usual way, although interestingly, it was found that once dry, the carrier film could be removed carefully with a sharp blade and tweezers to achieve a painted effect in the same way as those produced by Eduard.

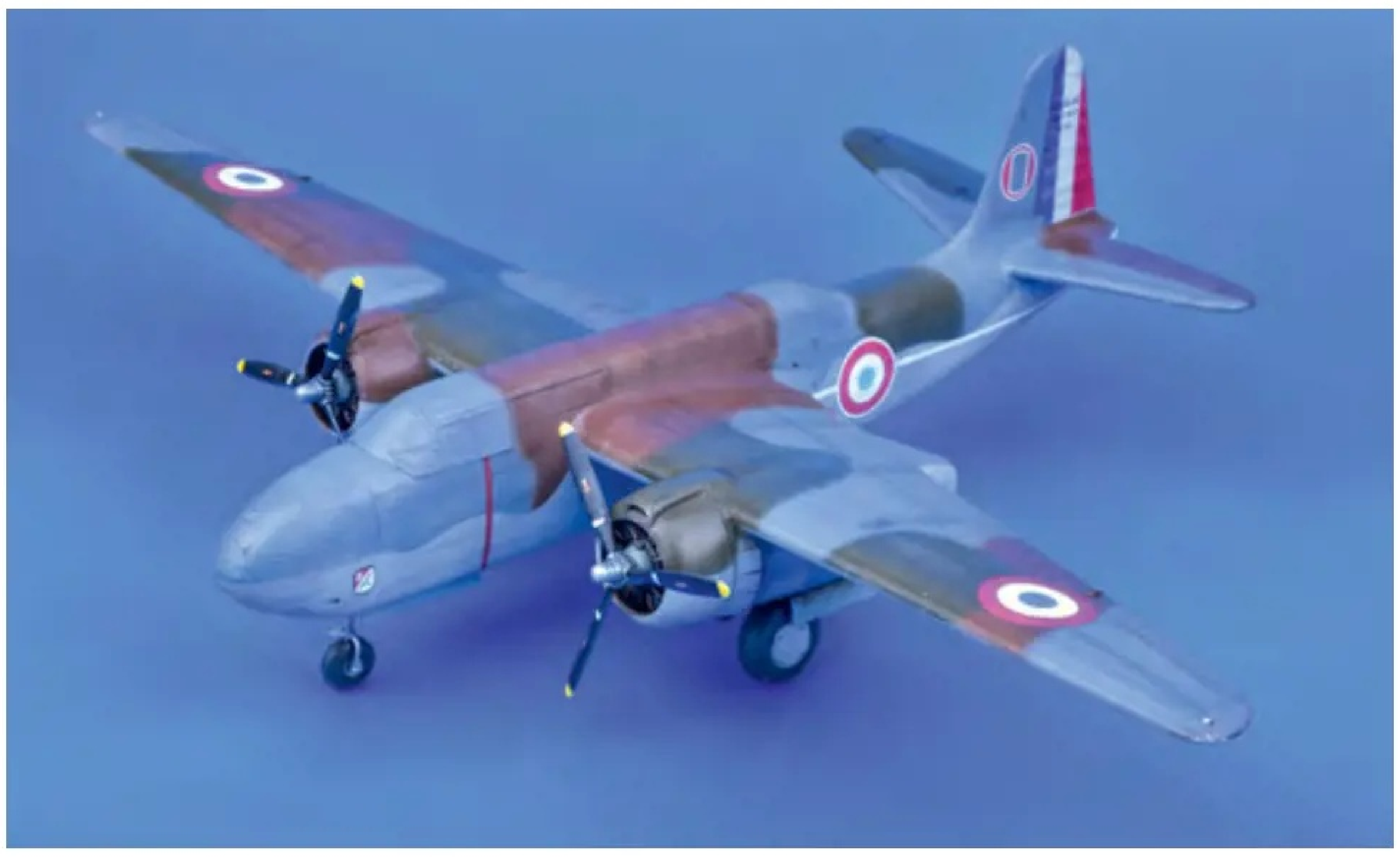
Before airbrushing the three-tone camouflage on the upper surfaces, the rudder was masked with tape and sprayed with 71.001 White. Further masking allowed the application of 72.021 Magic Blue and 71.084 Fire Red to



▲ With the undersides masked, work on the upper surface scheme began with the blue-grey tone, followed by green, both being airbrushed.



▲ A red-brown colour was used for the final shade, after which the masking was removed. Then the upper surfaces were varnished in readiness for the decals and final weathering.



▲ Propellers were painted and decaled before each was fixed to the engines. Wheel bay covers were also attached at this stage… all that remained was to remove the remaining masks and paint the navigation lights.

complete the rudder's tricolour flash, although once again, decals are provided if preferred. Tamiya's Flexible Tape for Curves was then used to create the demarcation between the upper and lower camouflage colours, with further strips of tape protecting the lower camouflage from overspray.

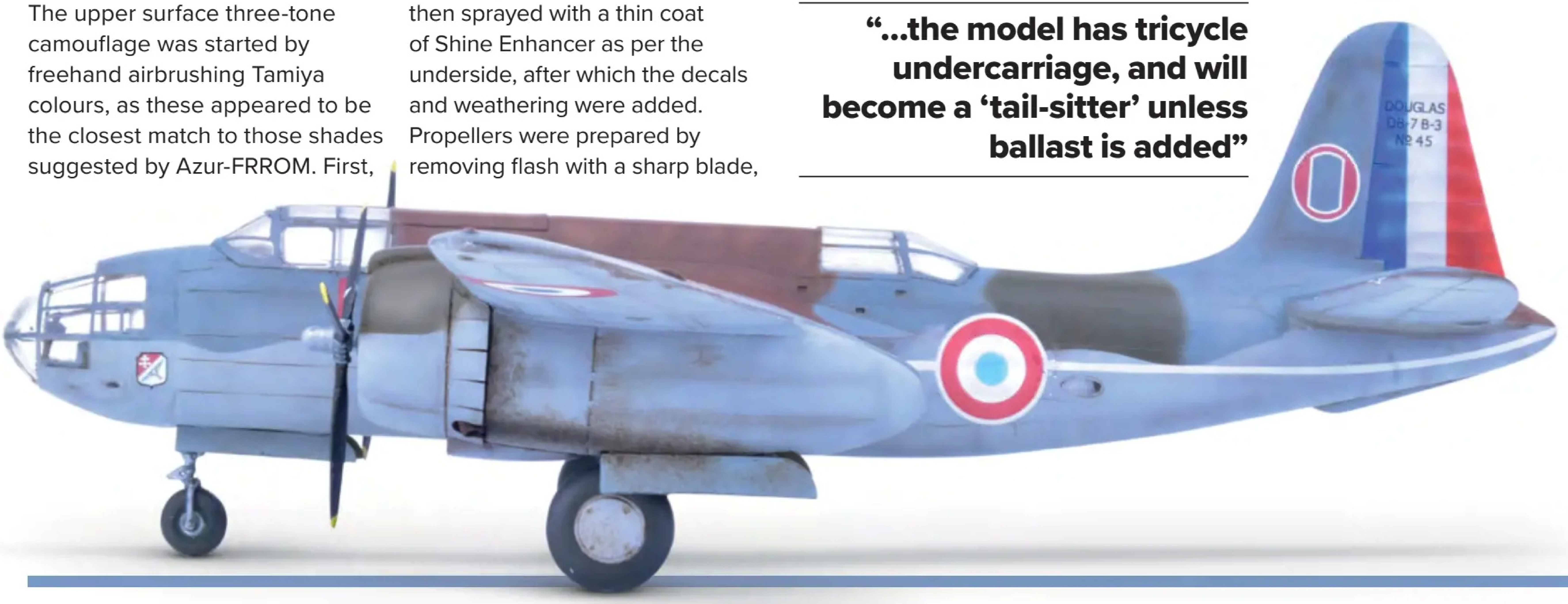
The upper surface three-tone camouflage was started by freehand airbrushing Tamiya colours, as these appeared to be the closest match to those shades suggested by Azur-FRROM. First, XF-82 Ocean Grey 2 (RAF) was sprayed lightly onto the upper wings so the pre-shading was just visible; this was followed by similarly freehand applications of XF-81 Dark Green 2 (RAF) and finally XF-64 Red Brown to complete the scheme.

The upper surfaces were then sprayed with a thin coat of Shine Enhancer as per the underside, after which the decals and weathering were added. Propellers were prepared by removing flash with a sharp blade, and airbrushing with 71.065 Steel. Once again Shine Enhancer sealed the underlying colour, which was then sprayed with 71.057 Black and scuffed lightly with a piece of kitchen scourer, before another varnish layer was applied in readiness for the decals. The completed propellers were fixed onto the engine assemblies and the whole model sprayed with Humbrol's AD6049 Acrylic Matt Spray Varnish. Finishing touches included the painting of the wingtip navigation lights, the addition of 73.121 Desert Dust dissolved into acrylic thinner and painted onto the wheels, and of course, the removal of the remaining masking to complete the model.

Splendid twin-prop

This is a neat 1/72 representation of the Douglas DB-7 by Azur-FFROM, but there are minor issues which, although easily fixed, can detract from the overall enjoyment of the build. That said, overcoming the kit's problems and challenges can make the modelling experience all the more rewarding. The cockpit, engine and landing gear parts held on Runner C were moulded beautifully, whereas those on the remaining frames displayed minor flash and slight surface texture – mostly on the propeller blades, fuselage halves and wings. There were also fit issues with the dorsal gun position and the glazing needs minor surgery if a gun is to be attached. The modeller will need to be prepared to fill and sand joins, such as those at the wing roots, but once these are successfully tackled, the kit does build into an attractive model, which is recommended… particularly to those with a little more experience.

> **"…the model has tricycle undercarriage, and will become a 'tail-sitter' unless ballast is added"**



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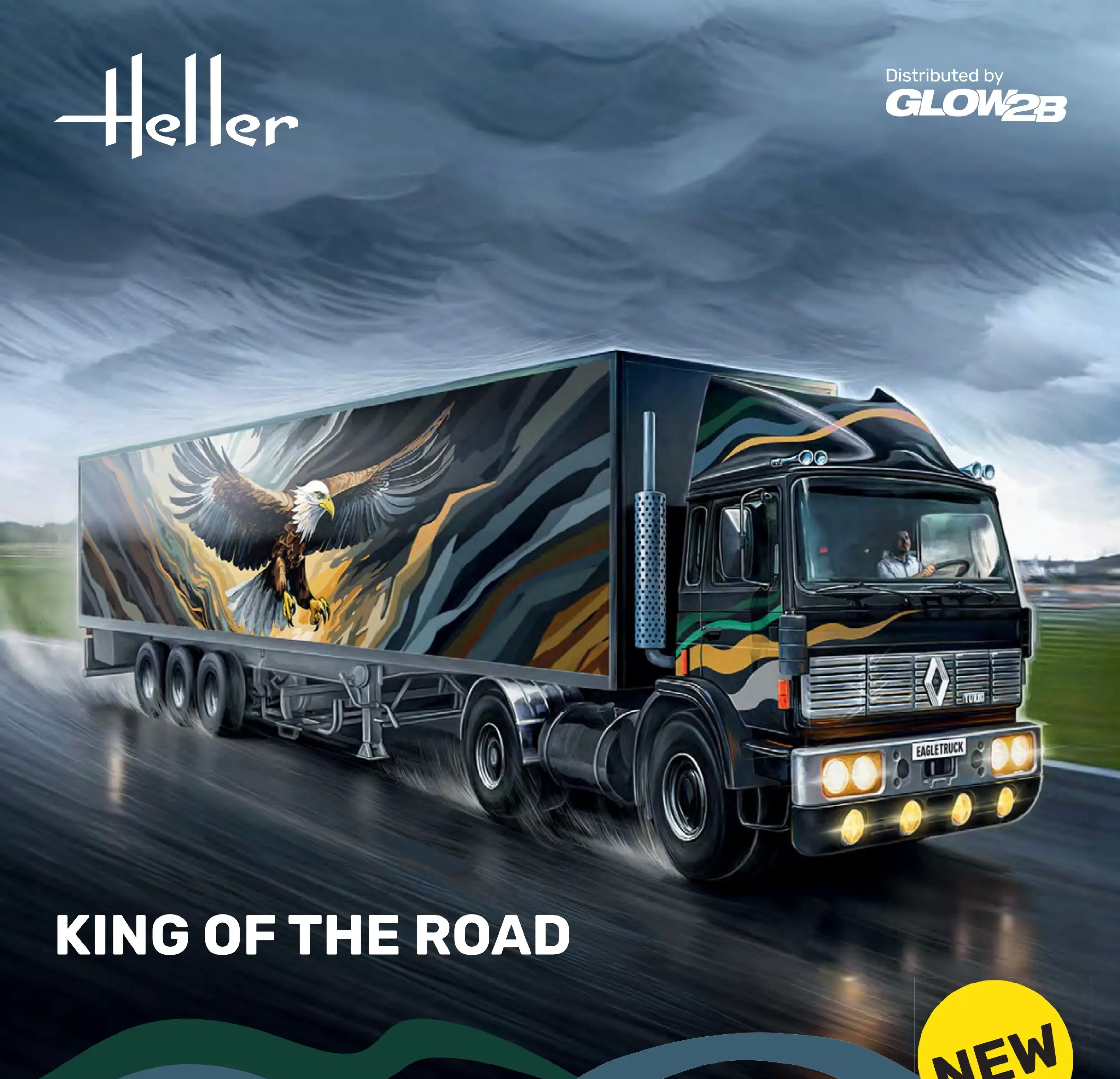
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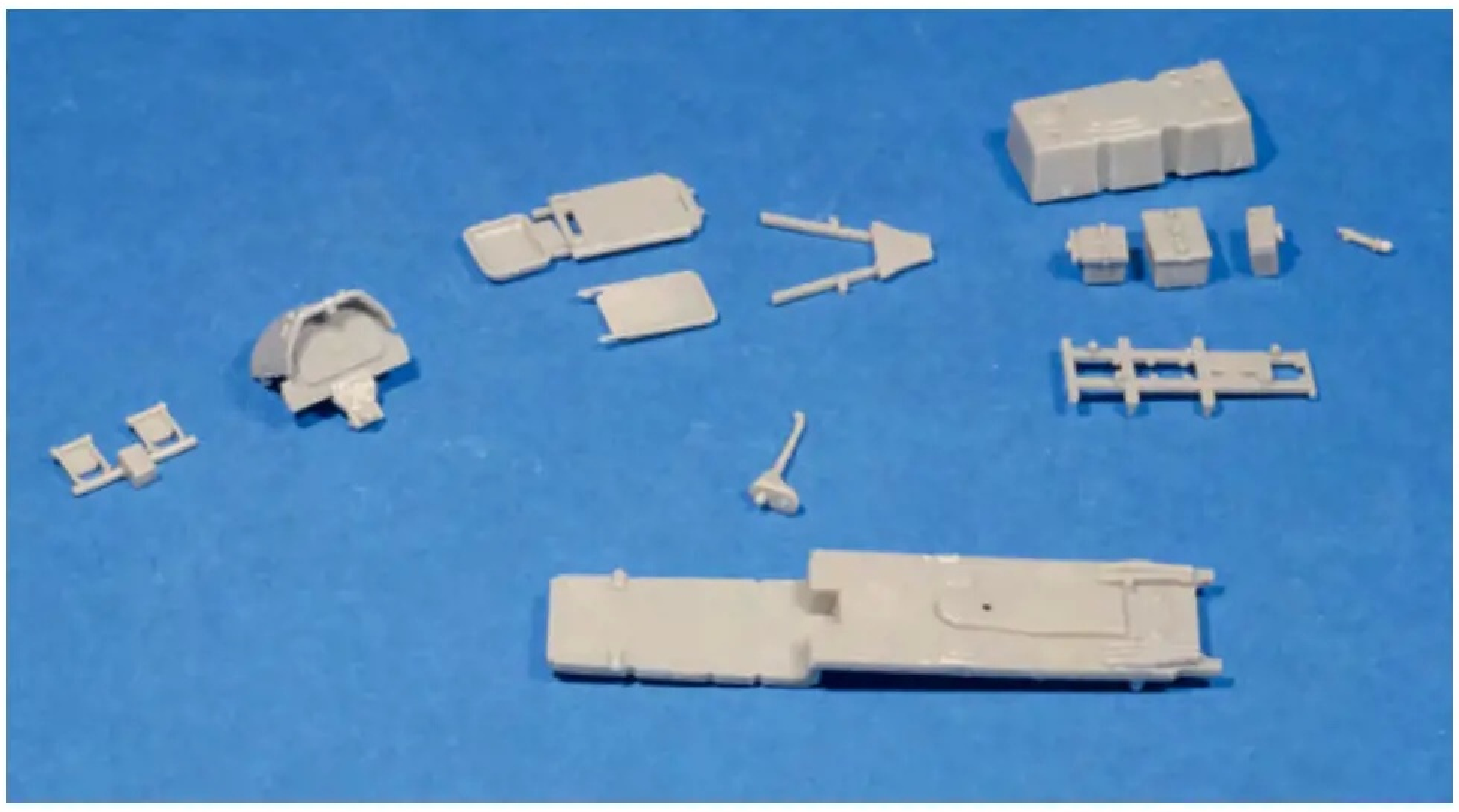
Horbaczeswki's horse

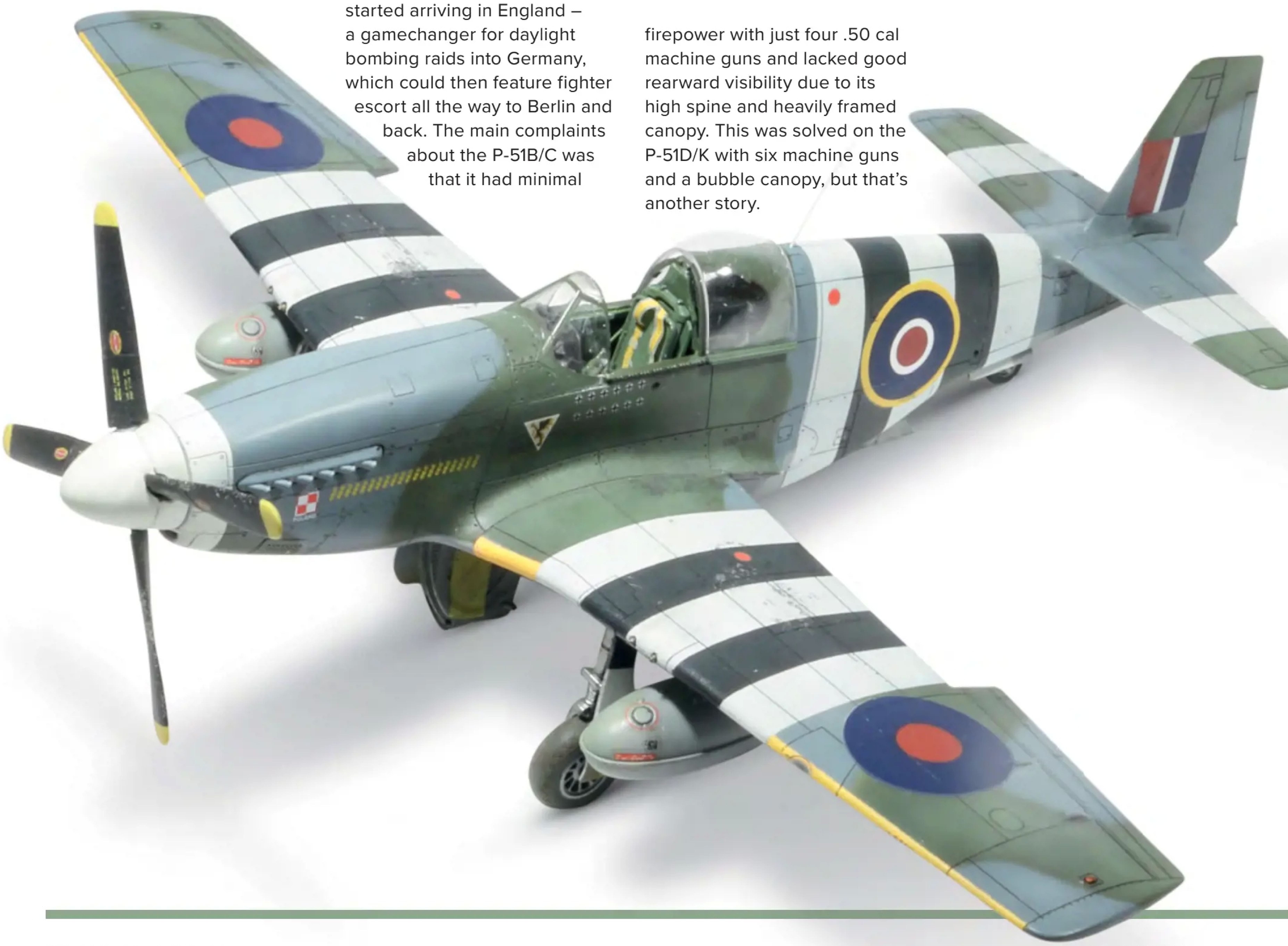
Niklas Knutzén builds Arma Hobby's P-51C Mustang Mk.III straight from the box

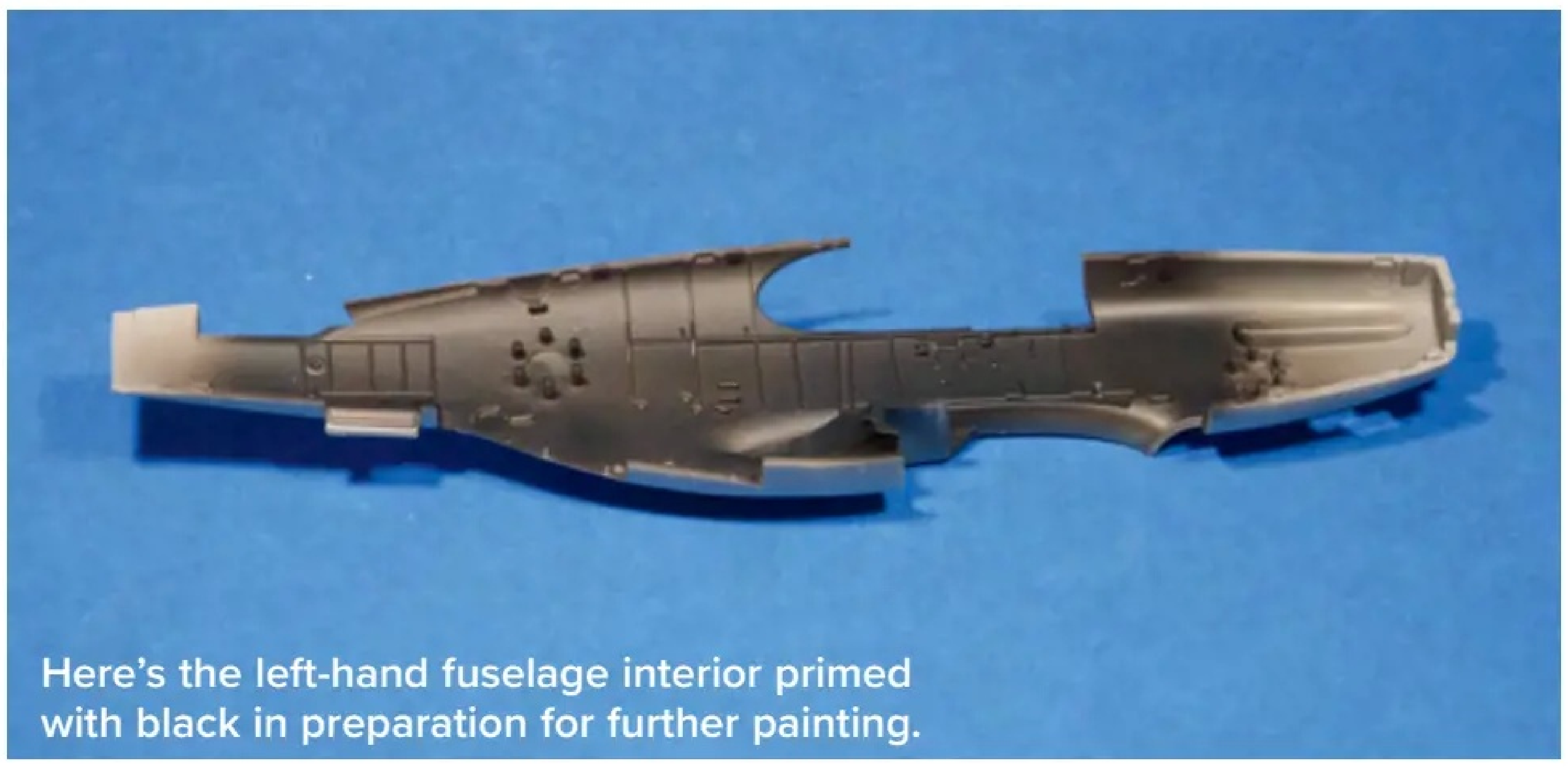
North American's P-51 Mustang was a piston-engined fighter-bomber that flew for the first time on October 26, 1940. The P-51 project started as a British fighter programme with the US manufacturer, but when the US Army Air Corps (USAAC) realised the Mustang's potential, a first order of 500 A-36 Apache (Mustang dive bomber version) was placed. With the Mustang's debut in combat as a fighter, the USAAC quickly secured another batch of 1,200 P-51As.

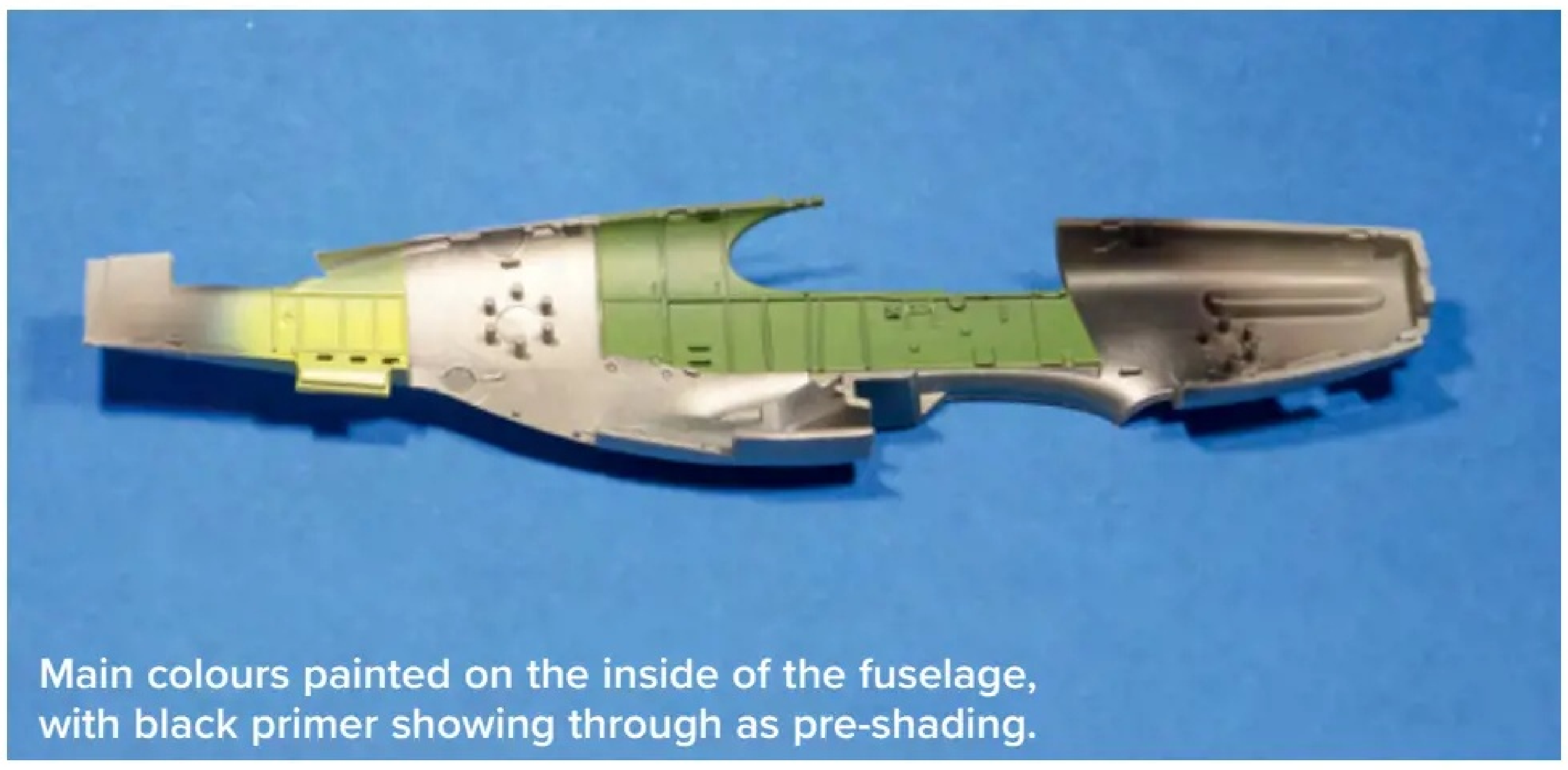
The Mustang was highly capable at low and medium altitudes, but was lacking in its high-altitude performance. Rolls-Royce was invited to try to improve the aircraft by installing a Merlin 61 engine, with a two-stage compressor and the propeller from the Spitfire Mk.IX. This new Mustang version was named the P-51B and, in September 1943, the P-51B/C started arriving in England – a gamechanger for daylight bombing raids into Germany, which could then feature fighter escort all the way to Berlin and back. The main complaints about the P-51B/C was that it had minimal firepower with just four .50 cal machine guns and lacked good rearward visibility due to its high spine and heavily framed canopy. This was solved on the P-51D/K with six machine guns and a bubble canopy, but that's another story.

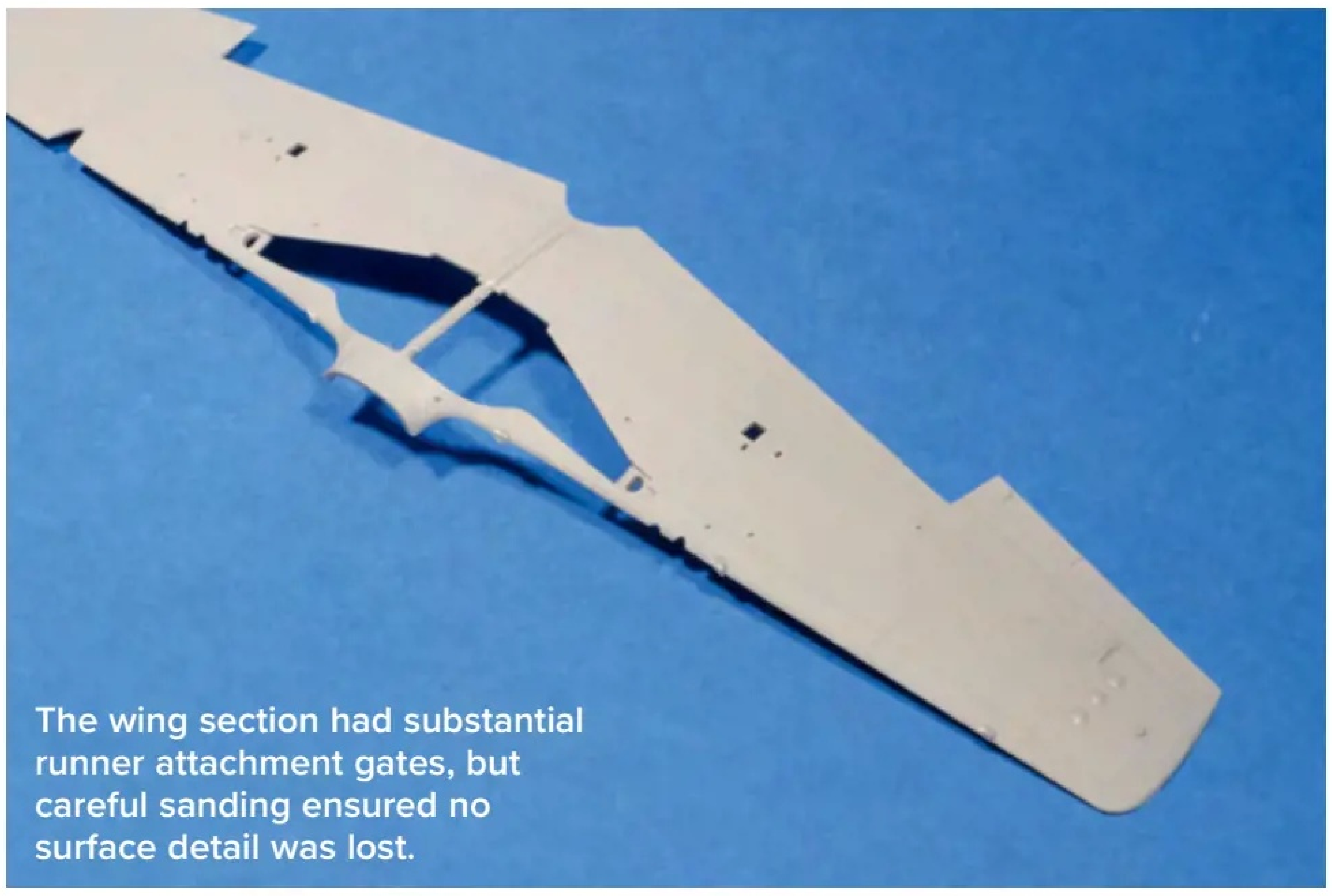


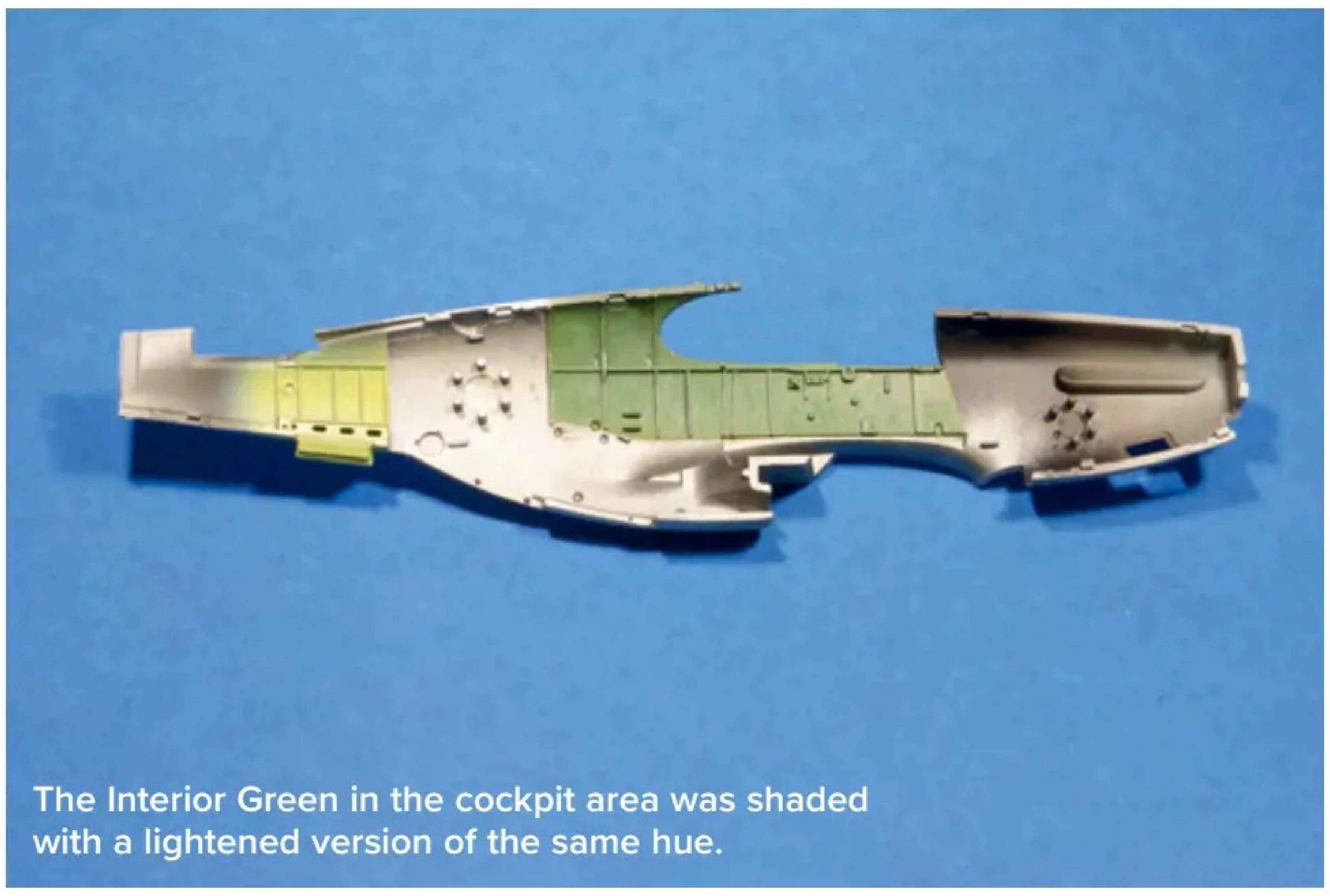
▲ Arma's Hobby's P-51 cockpit comprises 15 parts, making it a busy sub-assembly.




Here's the left-hand fuselage interior primed with black in preparation for further painting.


Main colours painted on the inside of the fuselage, with black primer showing through as pre-shading.


The wing section had substantial runner attachment gates, but careful sanding ensured no surface detail was lost.


The Interior Green in the cockpit area was shaded with a lightened version of the same hue.

In the box

Arma Hobby is not all that new to the market, but it produces superb kits. Its P-51C Mustang Mk.III is no exception. In the box you'll find two medium grey runners with a total of 91 parts, along with a 12-part clear frame. The components come with an A5-sized instruction booklet of 12 pages, with each stage being easy to follow.

Examining the runners, the parts are all moulded crisply with no flash being found at all. Surface detail is recessed and delicate, while the transparencies are free from distortion.

MODEL SPEC

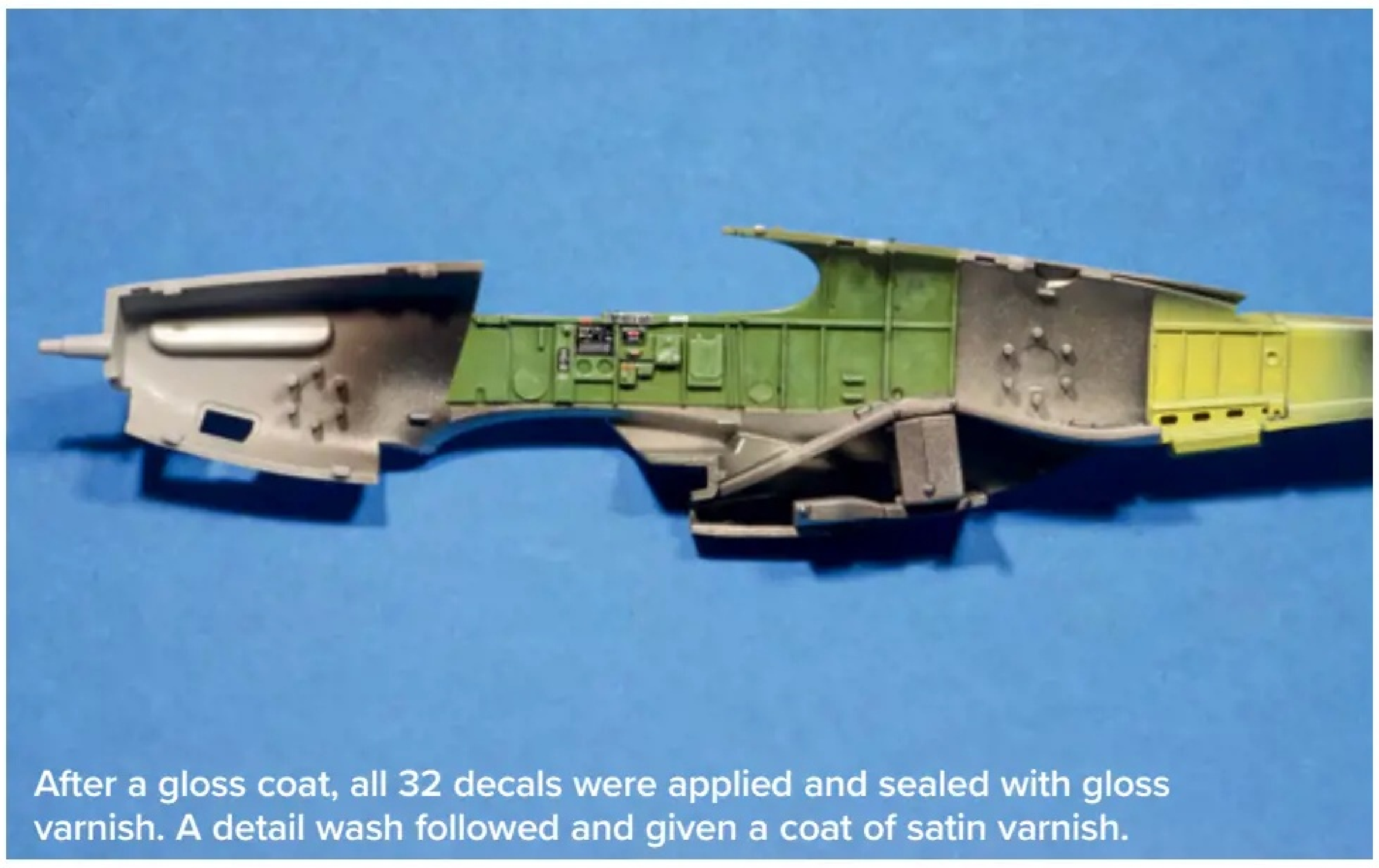
North American P-51C Mustang Mk.III
By: Arma Hobby
Stock Code: 70039
Scale: 1/72
Price: €24.50
Available from:
www.armahobby.com

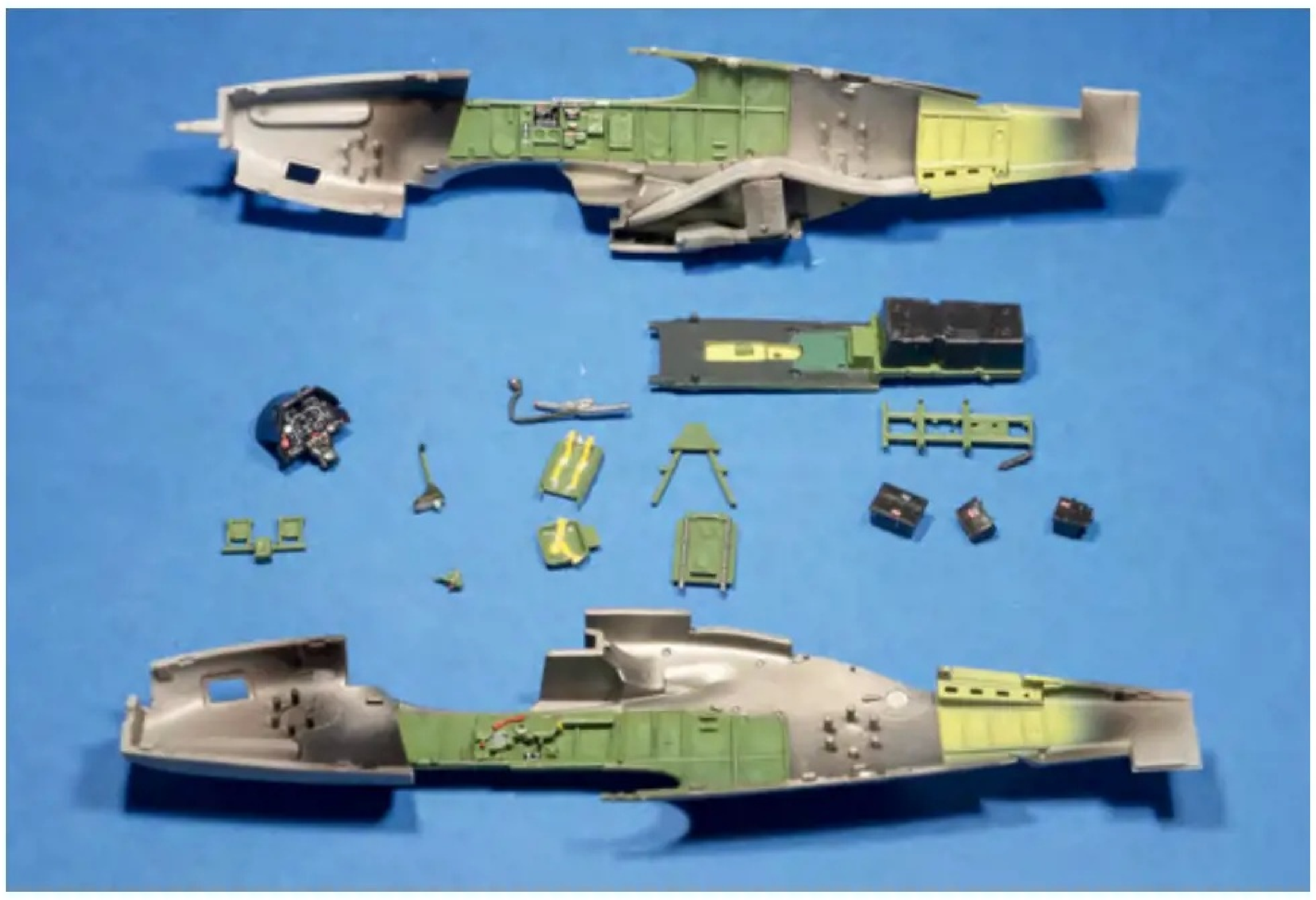
P-51C MUSTANG™ MK III
ARMA HOBBY
1/72

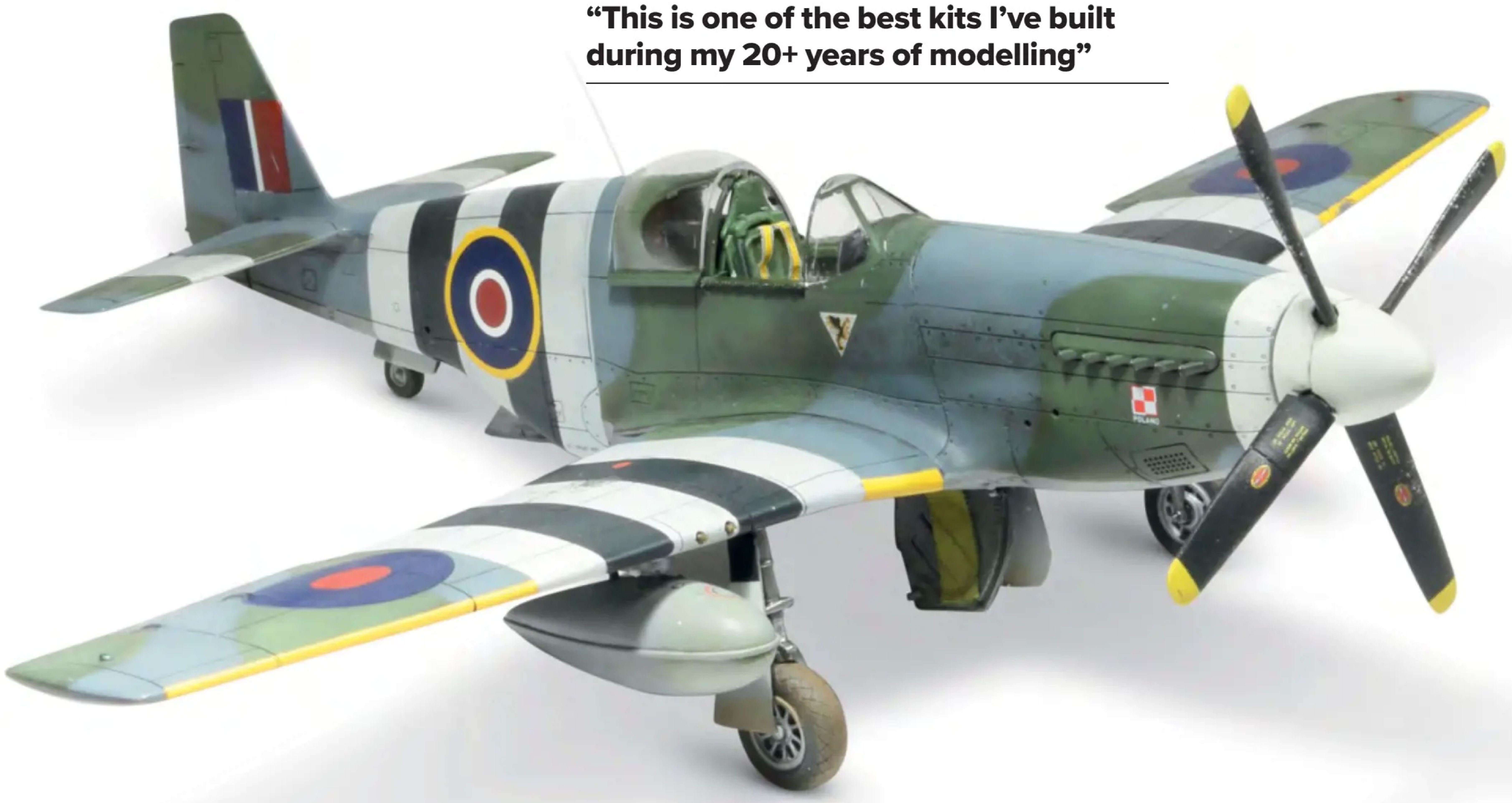
Giddy up!

Almost 20 parts are provided for the cockpit assembly, as well as 32 individual decals, which makes for an impressive 'office' in this scale. Many different colours were required for the cockpit and I started by spraying the fuselage inner faces with Mr.Paint MRP-111 Interior Grey-Green and MRP-008 Duraluminium. Various shades were then brush-painted, including zinc-chromate primer and black. With the cockpit painted and gloss coated with MRP-048 Super Clear Gloss Varnish, I added a wash and paint chipping to the floor. I also made the decision that the seatbelt decals would suffice for this scale. In hindsight, though, I wish I'd replaced them with photo-etched metal or vinyl items for more depth. The finished cockpit was sealed with MRP-126 Super Clear Semimatt Varnish.

Next was the oil cooler set-up, which is a three-part installation of straightforward


After a gloss coat, all 32 decals were applied and sealed with gloss varnish. A detail wash followed and given a coat of satin varnish.


▲ The cockpit sub-assembly painted, decaled and ready to be sandwiched between the fuselage halves.



> **“This is one of the best kits I’ve built during my 20+ years of modelling”**

COLOUR SCHEMES

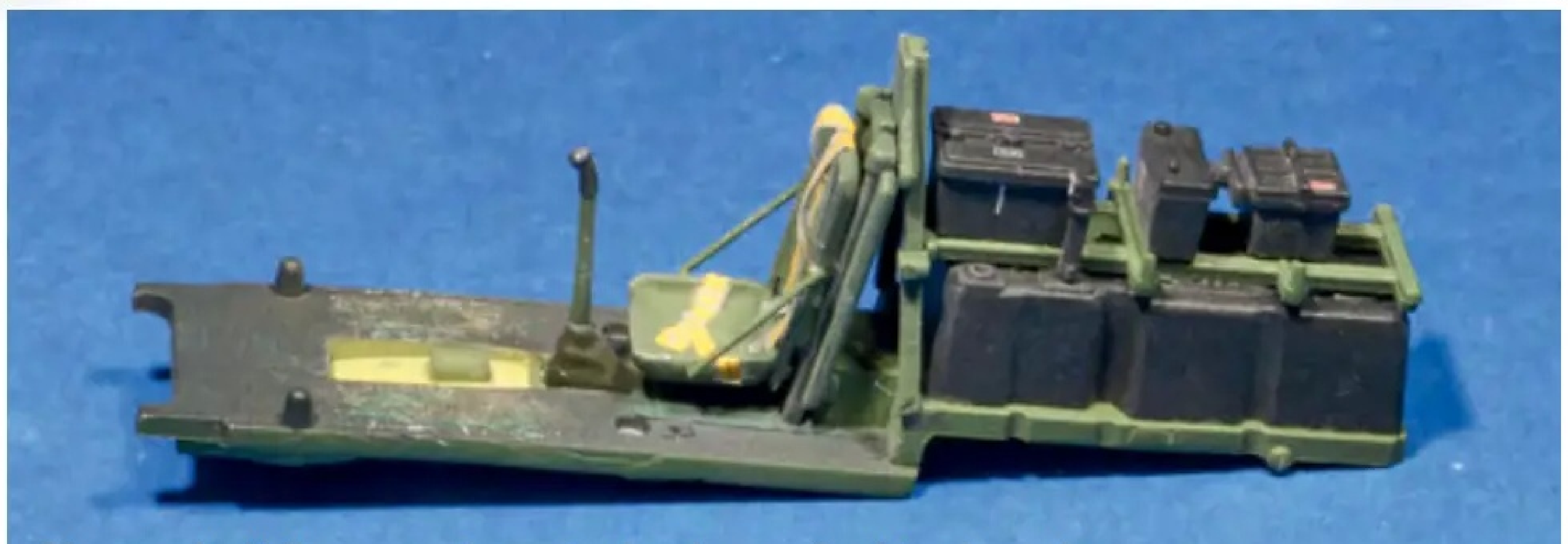
The decal sheet is not that big, with just two options included (I say “just two” since we’ve all become quite spoilt with three or more liveries being provided in most kits these days). Nevertheless, the choices are both interesting: one with D-day stripes and the other sporting a sharkmouth:

- FB382/PK-G, Sqn Ldr Eugeniusz Horbaczewski, 315 (Polish) Squadron, Coolham, West Sussex, June 1944
- FB328/GA-S, 112 Squadron, Iesi, July-November 1944

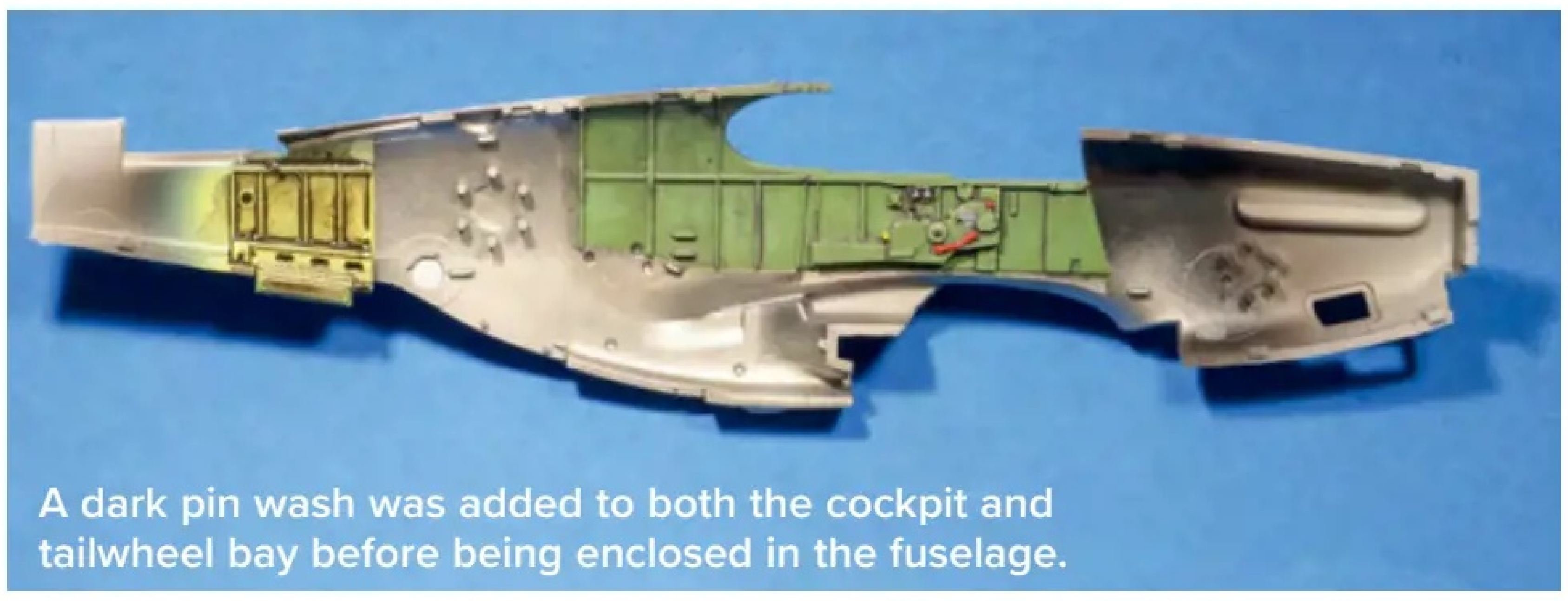
construction. It received MRP-008 Duraluminium. The last parts to be fitted were the tailwheel doors, after which I painted the tailwheel bay in MRP-129 Zinc-Chromate Primer, gloss-coated the area and added a wash, before everything was then sealed using Super Clear Semimatt Varnish.

With both these sub-assemblies ready, it was time to close the fuselage. The tailwheel unit was painted as per the instructions and, together with the cockpit and oil cooler, installed in the right-hand fuselage half, before the halves were mated. Thankfully, everything fitted snuggly and all that was needed regarding seam removal was gentle swipes with a sanding stick and slight rescribing of the panel lines that crossed the lower and upper fuselage.

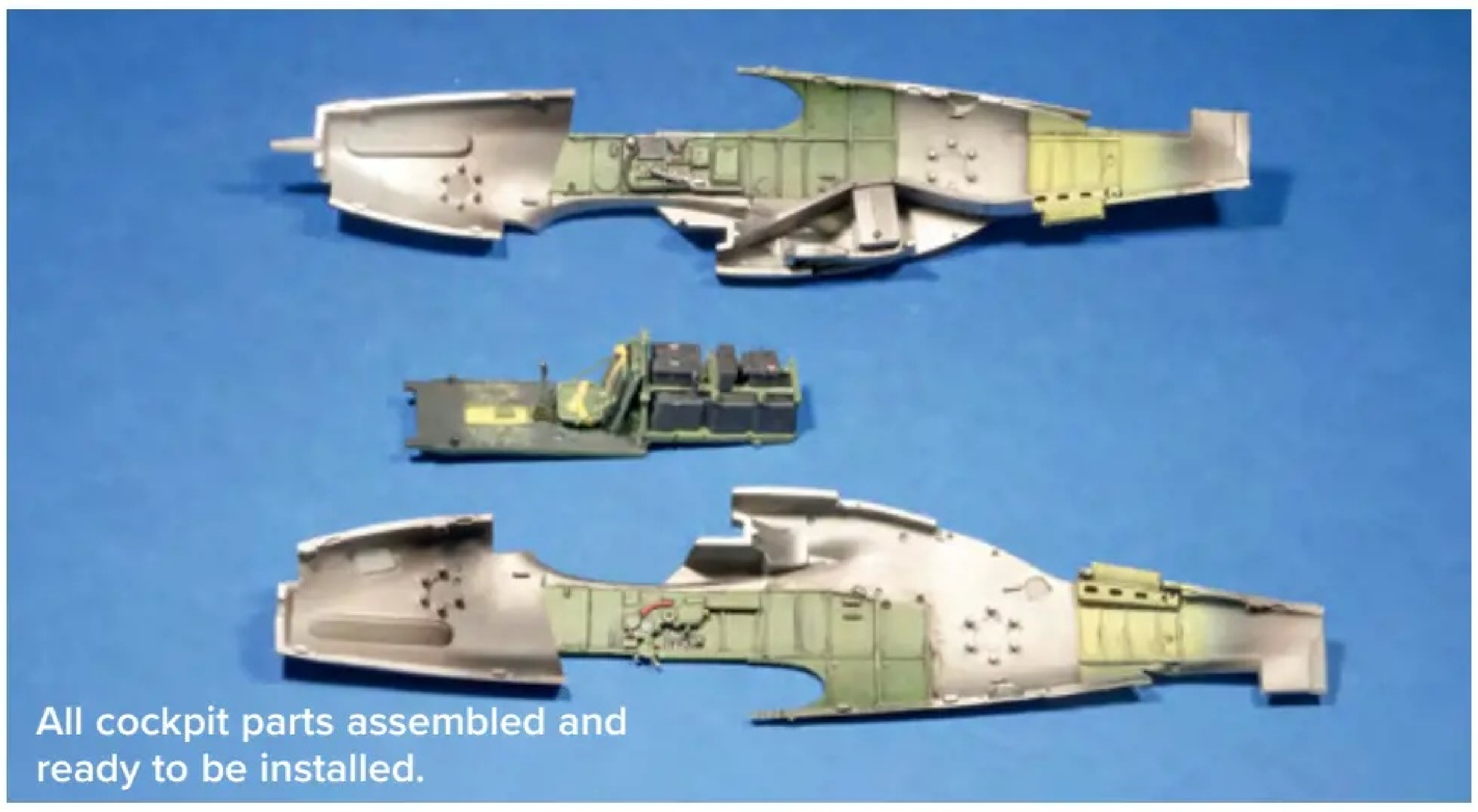
Attention then turned to the undercarriage bay and the wings. The main wing spar is also the rear wall of the main landing gear bay – and is joined by the separator wall between the left and right bays, together with the front wall. Mr Paint’s MRP-129 and MRP-008 were applied



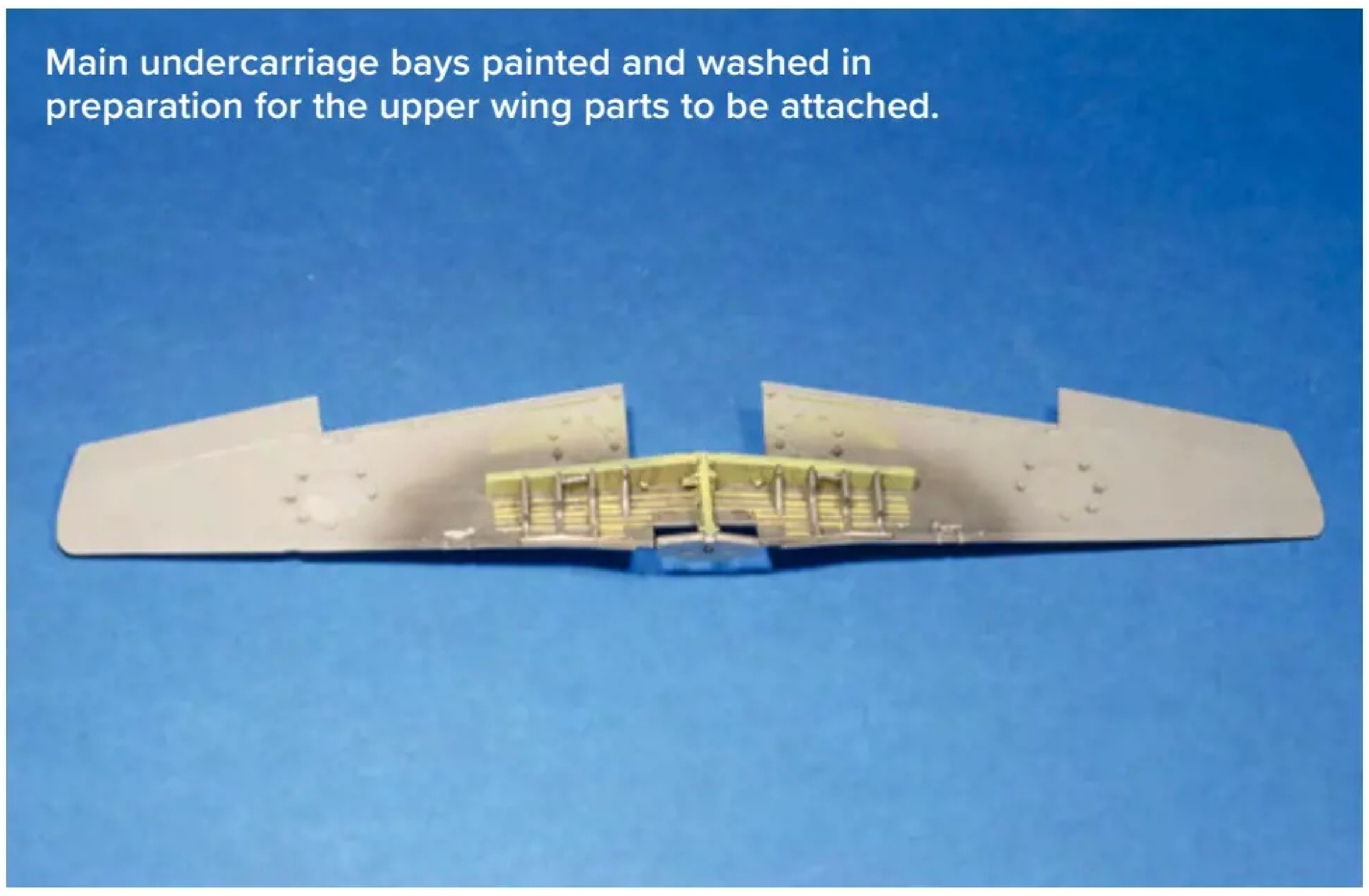
The cockpit floor, seat, control column, fuel tank and radio array assembled and ready for installation.

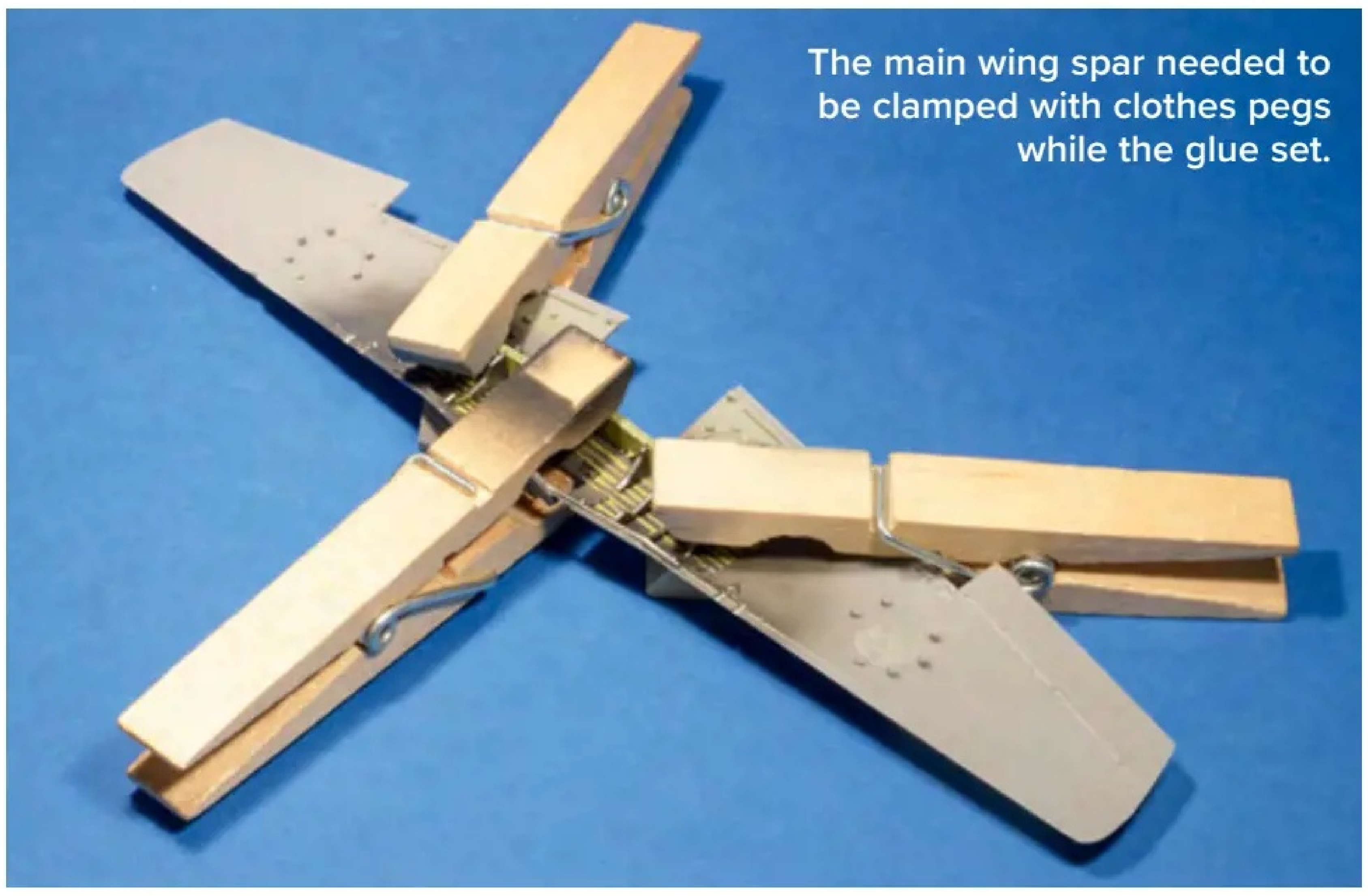


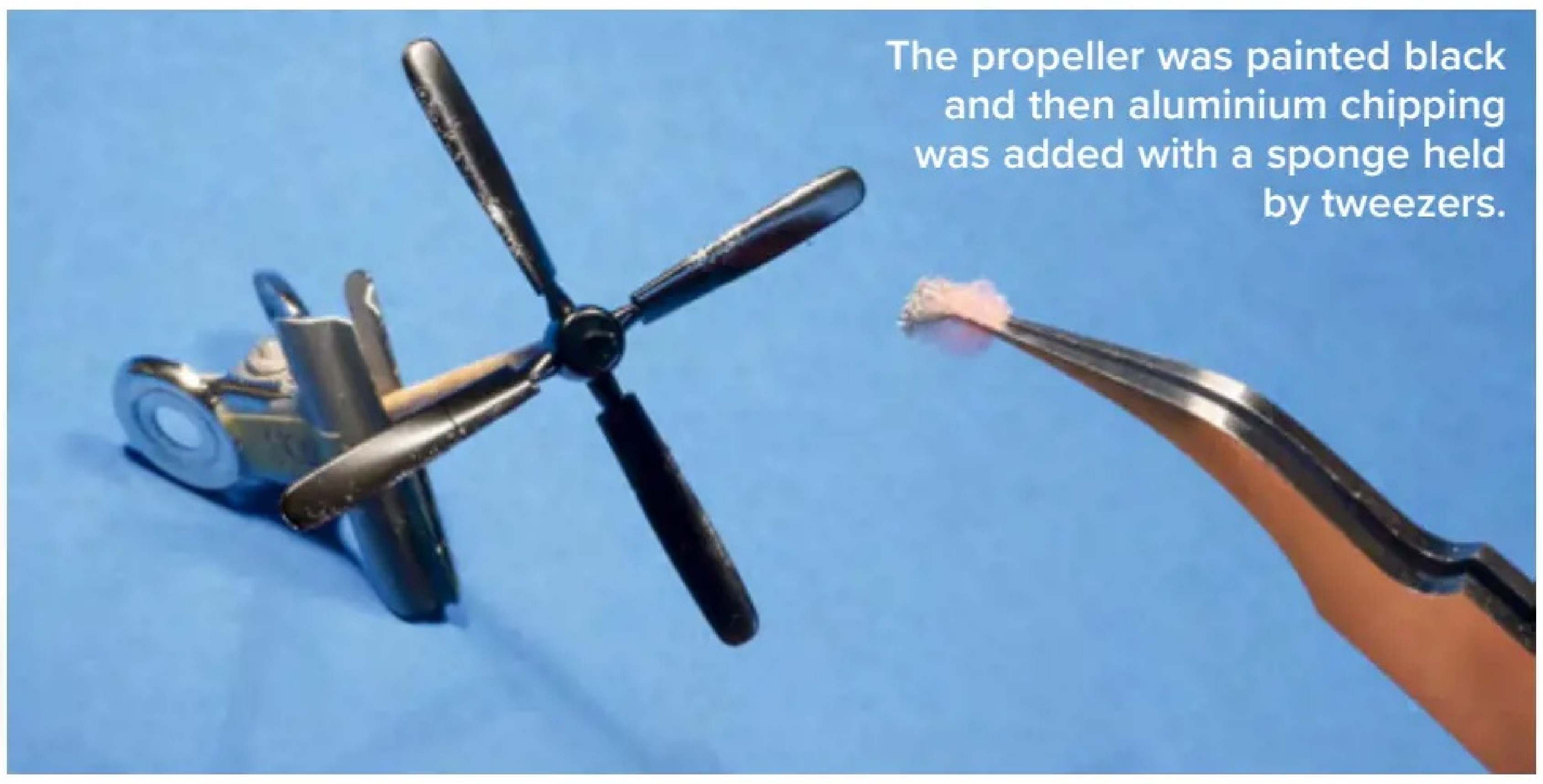
A dark pin wash was added to both the cockpit and tailwheel bay before being enclosed in the fuselage.



All cockpit parts assembled and ready to be installed.


Main undercarriage bays painted and washed in preparation for the upper wing parts to be attached.


The main wing spar needed to be clamped with clothes pegs while the glue set.


The propeller was painted black and then aluminium chipping was added with a sponge held by tweezers.

Exhaust pipes were drilled with a fine bit for a more realistic appearance.

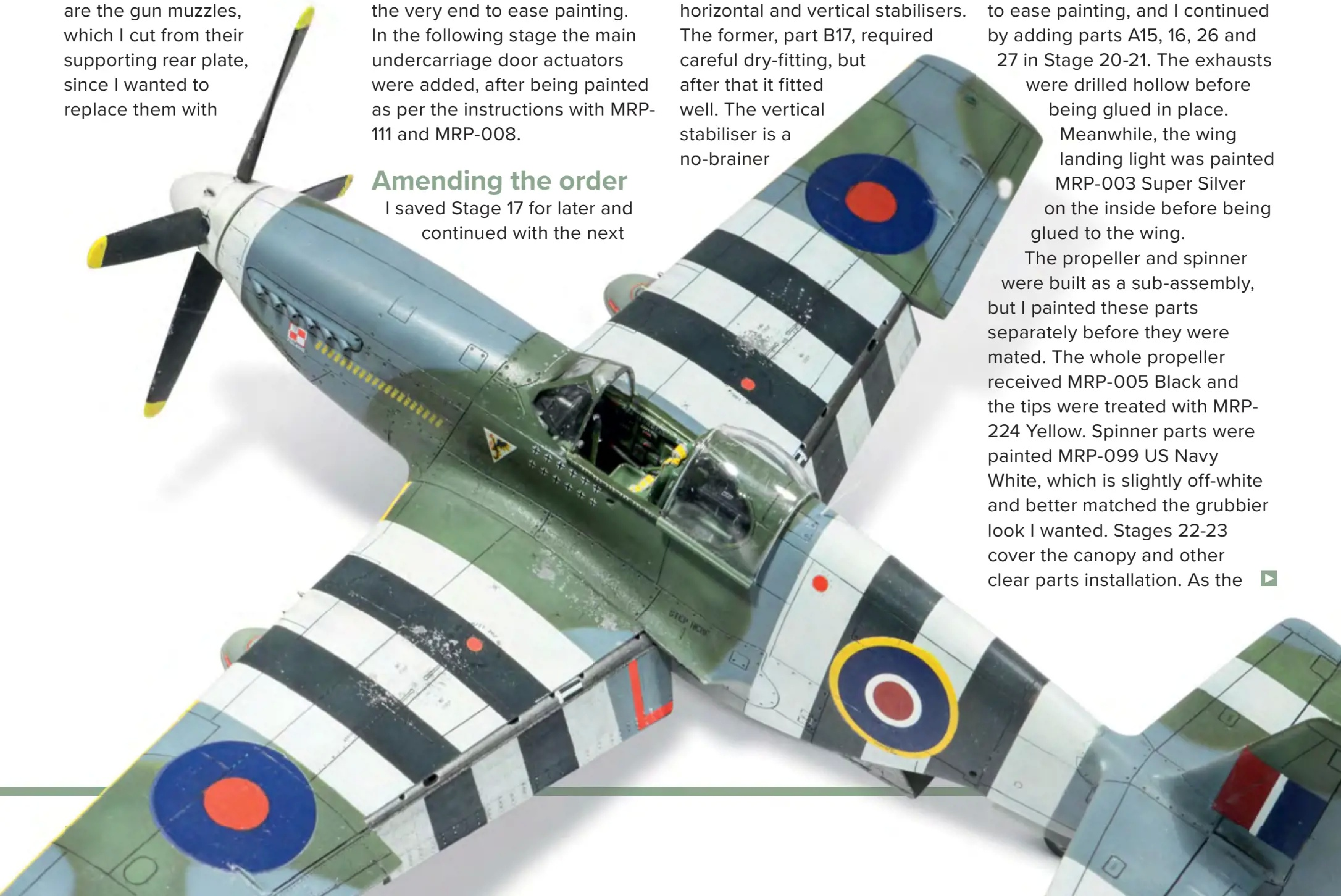
to the front wall. This three-part assembly was then installed in the upper wing. Parts B25 are the gun muzzles, which I cut from their supporting rear plate, since I wanted to replace them with Albion Alloys fine brass tubing. Wings were joined in Stage 15, but the flaps were left off until the very end to ease painting. In the following stage the main undercarriage door actuators were added, after being painted as per the instructions with MRP-111 and MRP-008.

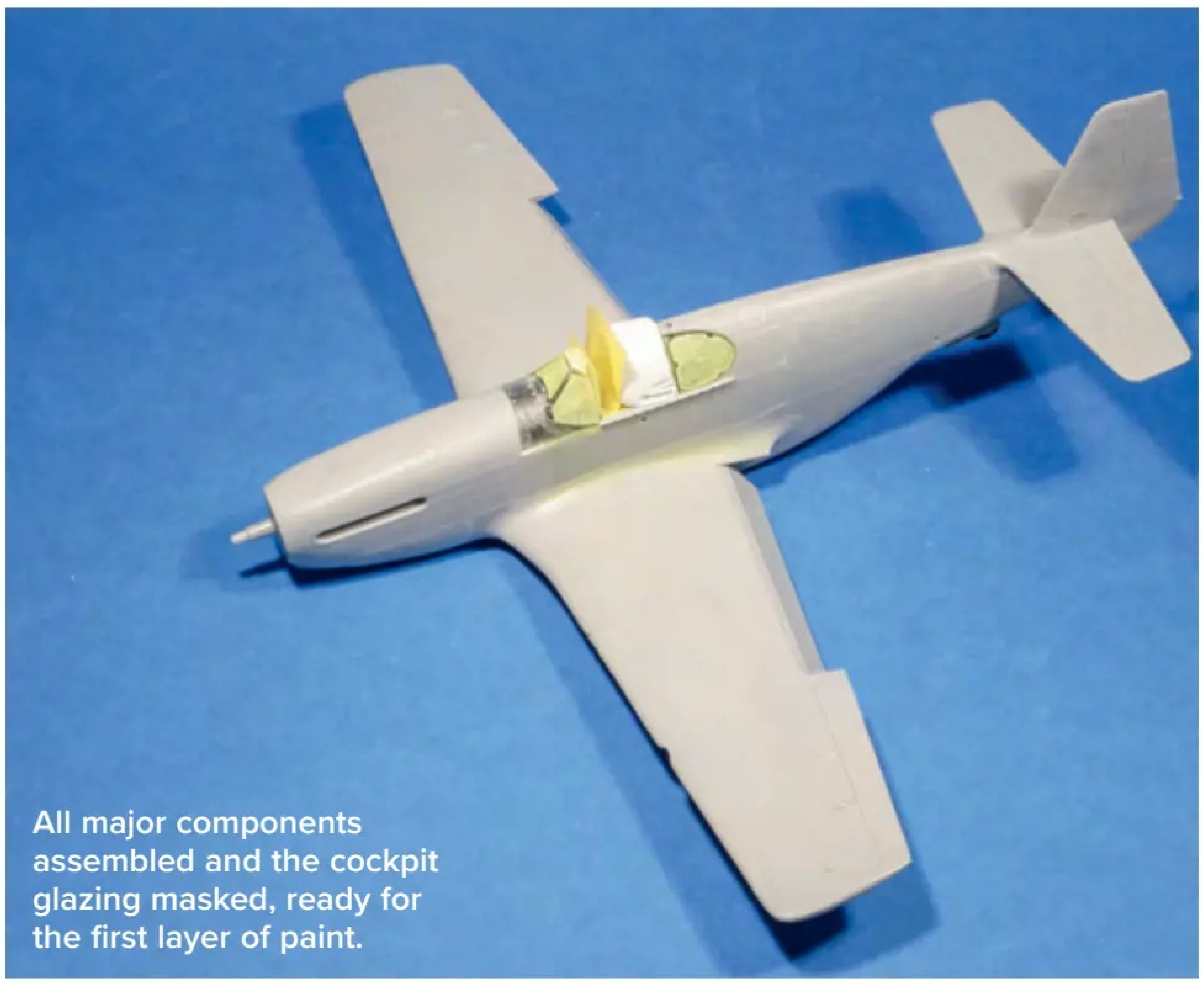
Amending the order

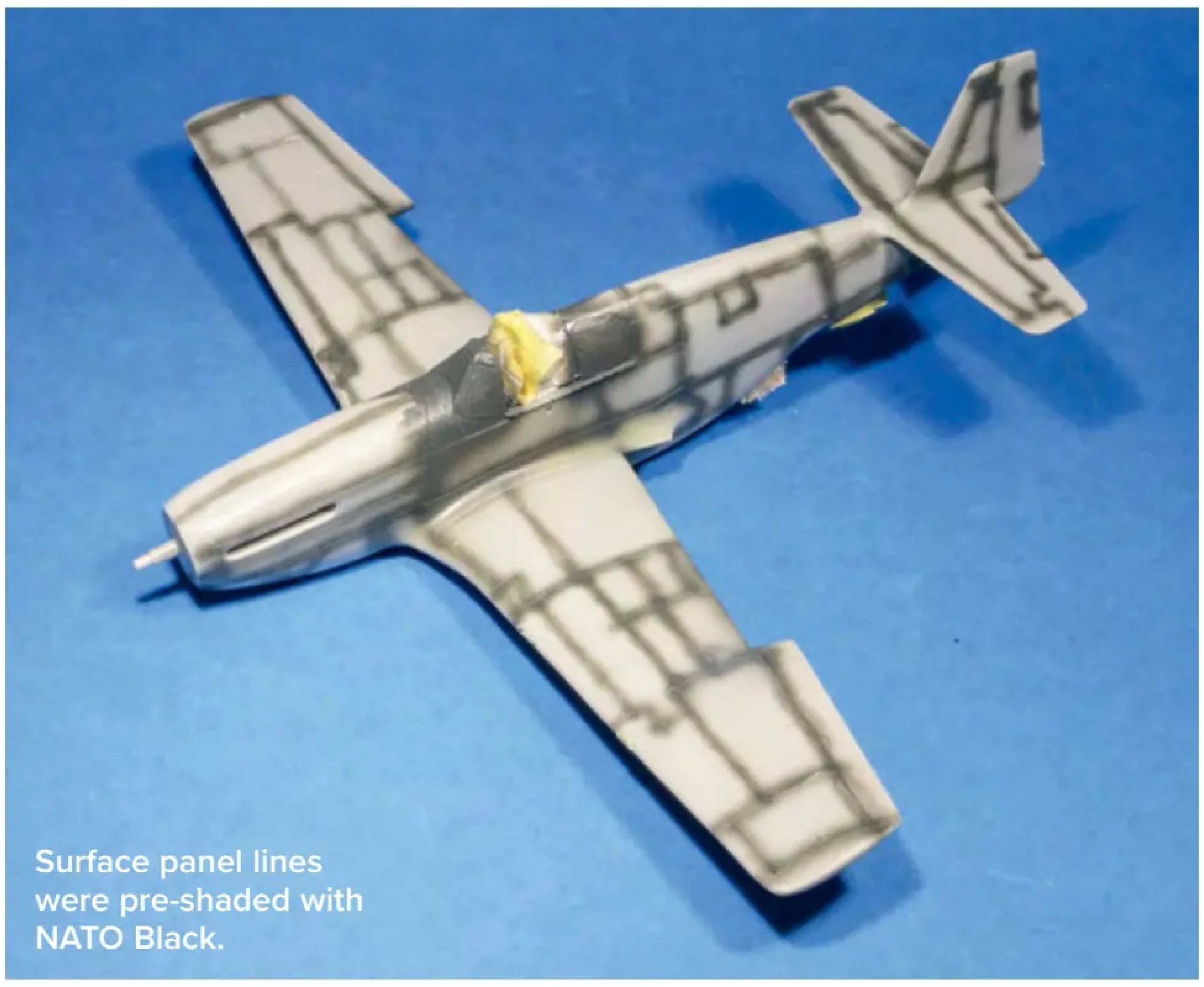
I saved Stage 17 for later and continued with the next step, in which I mated the main wing section with the fuselage. At this point I also added the horizontal and vertical stabilisers. The former, part B17, required careful dry-fitting, but after that it fitted well. The vertical stabiliser is a no-brainer to install – just push it in place and add glue. All the fiddly bits in Stage 19 were saved for later to ease painting, and I continued by adding parts A15, 16, 26 and 27 in Stage 20-21. The exhausts were drilled hollow before being glued in place.

Meanwhile, the wing landing light was painted MRP-003 Super Silver on the inside before being glued to the wing.

The propeller and spinner were built as a sub-assembly, but I painted these parts separately before they were mated. The whole propeller received MRP-005 Black and the tips were treated with MRP-224 Yellow. Spinner parts were painted MRP-099 US Navy White, which is slightly off-white and better matched the grubbier look I wanted. Stages 22-23 cover the canopy and other clear parts installation. As the




All major components assembled and the cockpit glazing masked, ready for the first layer of paint.


Surface panel lines were pre-shaded with NATO Black.

particular airframe I chose to replicate had a 'blown' Malcolm hood, I added the necessary sliding rail to the fuselage. With all this done, it was time to start the main painting.

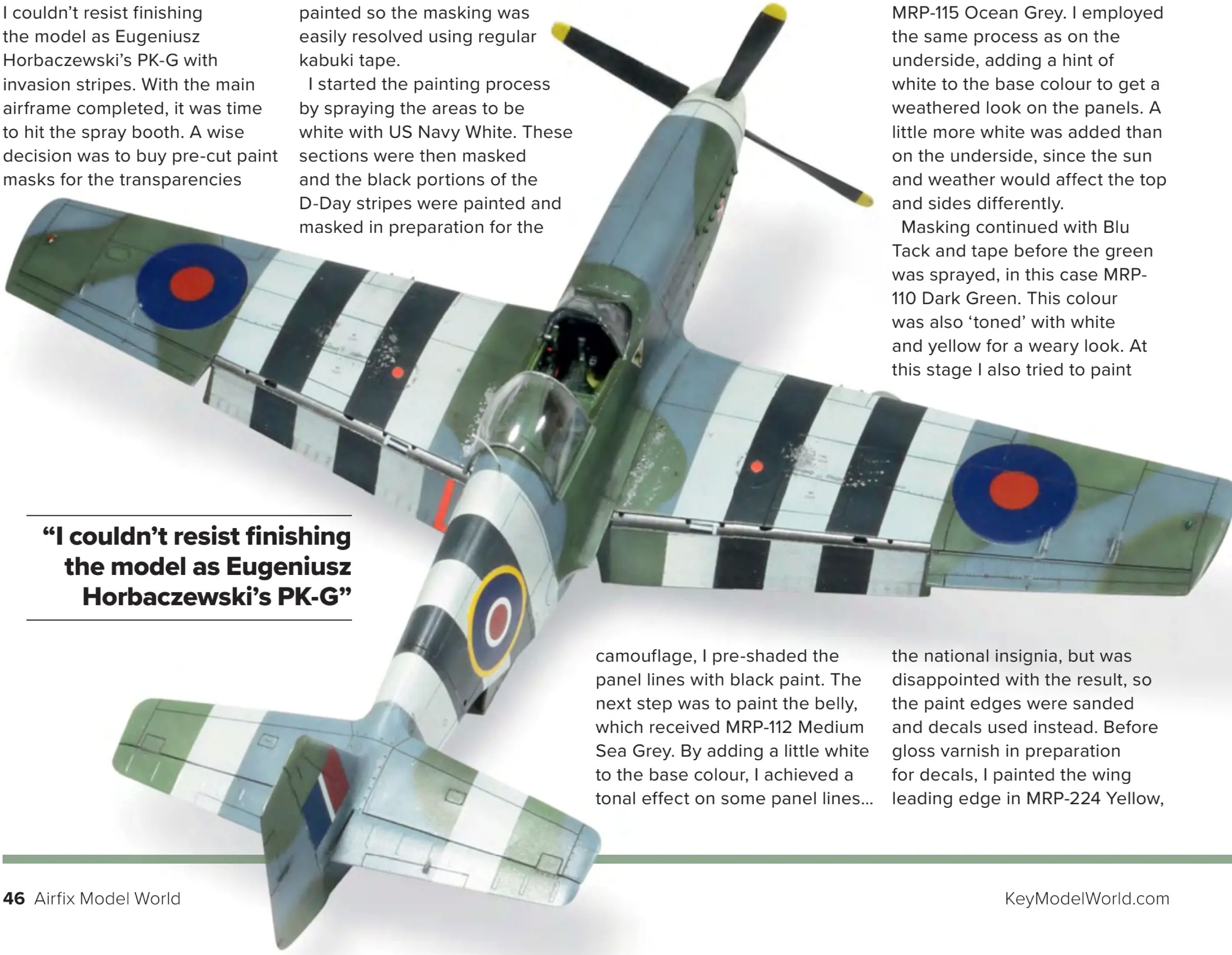
D-Day ID

I couldn't resist finishing the model as Eugeniusz Horbaczewski's PK-G with invasion stripes. With the main airframe completed, it was time to hit the spray booth. A wise decision was to buy pre-cut paint masks for the transparencies from Clear Prop! Models, and these fitted perfectly to all the clear parts, including the wing landing light. What wasn't included in the set were masks for the Malcolm hood. This was not an issue though, as just the lower frame on each side was painted so the masking was easily resolved using regular kabuki tape.

I started the painting process by spraying the areas to be white with US Navy White. These sections were then masked and the black portions of the D-Day stripes were painted and masked in preparation for the main camouflage. At this stage, the propeller/spinner unit was painted as well, with MRP-099 for the spinner and MRP-005 Black for the propeller, plus MRP-224 Yellow for the blade tips.

Before continuing with the camouflage, I pre-shaded the panel lines with black paint. The next step was to paint the belly, which received MRP-112 Medium Sea Grey. By adding a little white to the base colour, I achieved a tonal effect on some panel lines… just slight post-shading, since the bottom was not as affected as the top. With the underside painted, I masked the fuselage demarcation with Blu Tack 'worms' and masking tape. Then, the grey areas on the fuselage sides and top were painted with MRP-115 Ocean Grey. I employed the same process as on the underside, adding a hint of white to the base colour to get a weathered look on the panels. A little more white was added than on the underside, since the sun and weather would affect the top and sides differently.

Masking continued with Blu Tack and tape before the green was sprayed, in this case MRP-110 Dark Green. This colour was also 'toned' with white and yellow for a weary look. At this stage I also tried to paint the national insignia, but was disappointed with the result, so the paint edges were sanded and decals used instead. Before gloss varnish in preparation for decals, I painted the wing leading edge in MRP-224 Yellow,



> **"I couldn't resist finishing the model as Eugeniusz Horbaczewski's PK-G"**

inboard and outboard of the D-Day stripes.

Sealing coats

With the camouflage painted and everything sealed with Super Clear Gloss, it was time to apply the decals. These were slightly fragile but performed well with DACO setting fluid. There weren't that many decals, but their application still took two evenings. My subject of choice was option one, the airframe from 315 (Polish) Squadron.

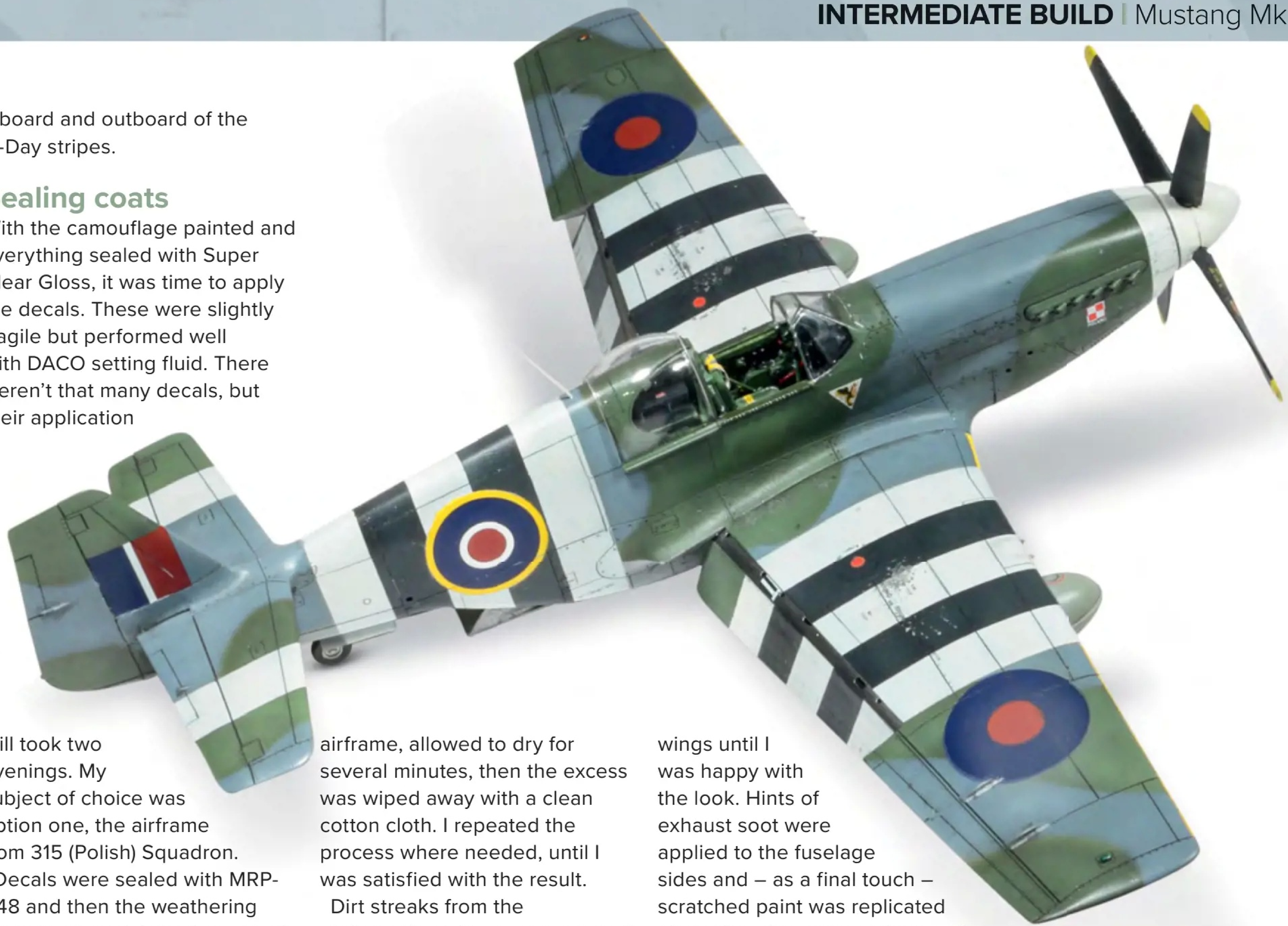
Decals were sealed with MRP-048 and then the weathering process started. I used my usual panel line wash mixed from water, dry pastel powder and a drop of dishwashing detergent. This was lathered all over the airframe, allowed to dry for several minutes, then the excess was wiped away with a clean cotton cloth. I repeated the process where needed, until I was satisfied with the result.

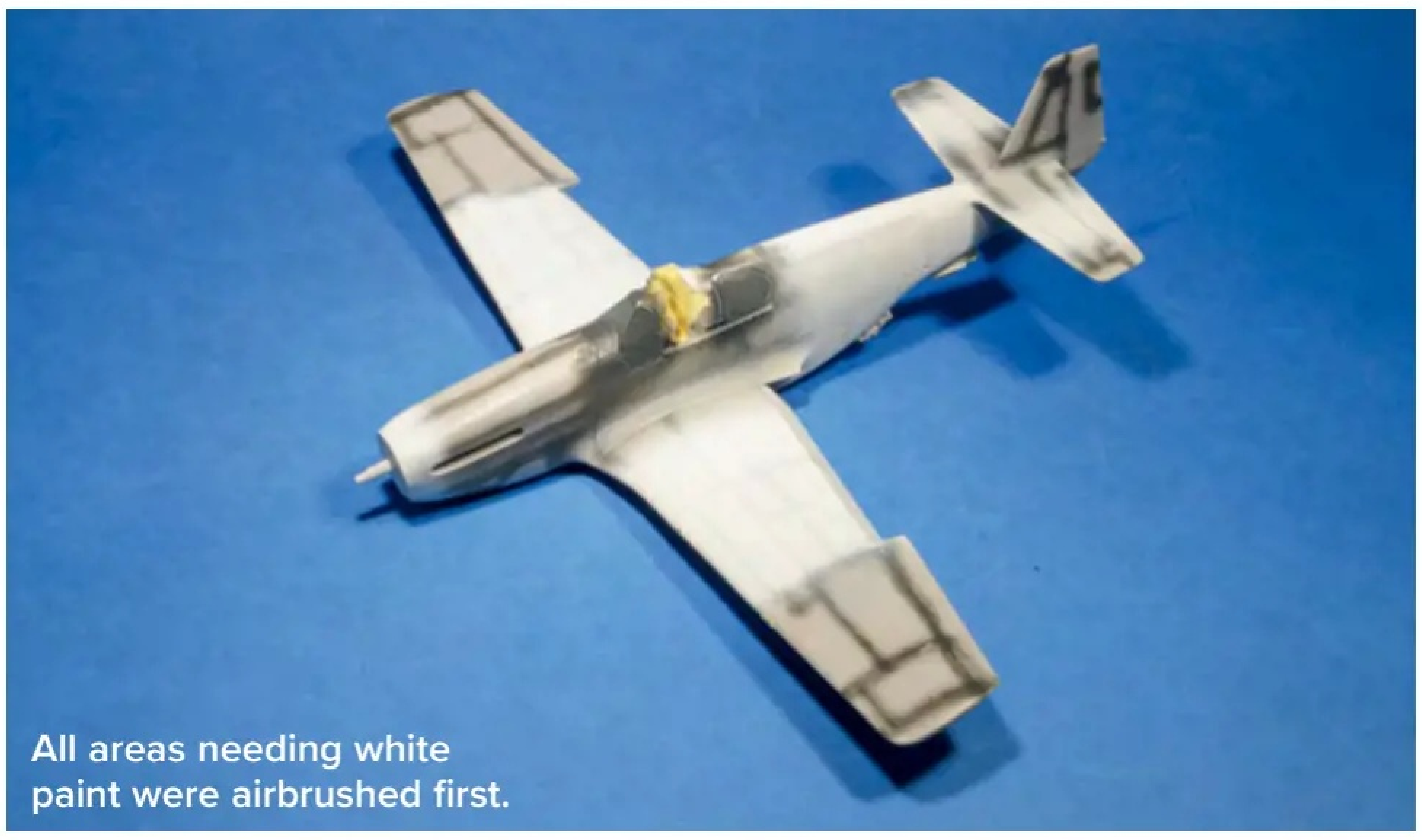
Dirt streaks from the undercarriage bays were created using dry pastel powder and watercolour pencils. I repeated the weathering process on the fuselage sides and top of the wings until I was happy with the look. Hints of exhaust soot were applied to the fuselage sides and – as a final touch – scratched paint was replicated along the wing roots and around the gun access panels on top of the wings. The final step was to seal the model with Super Clear Semimatt Varnish.

Finishing touches

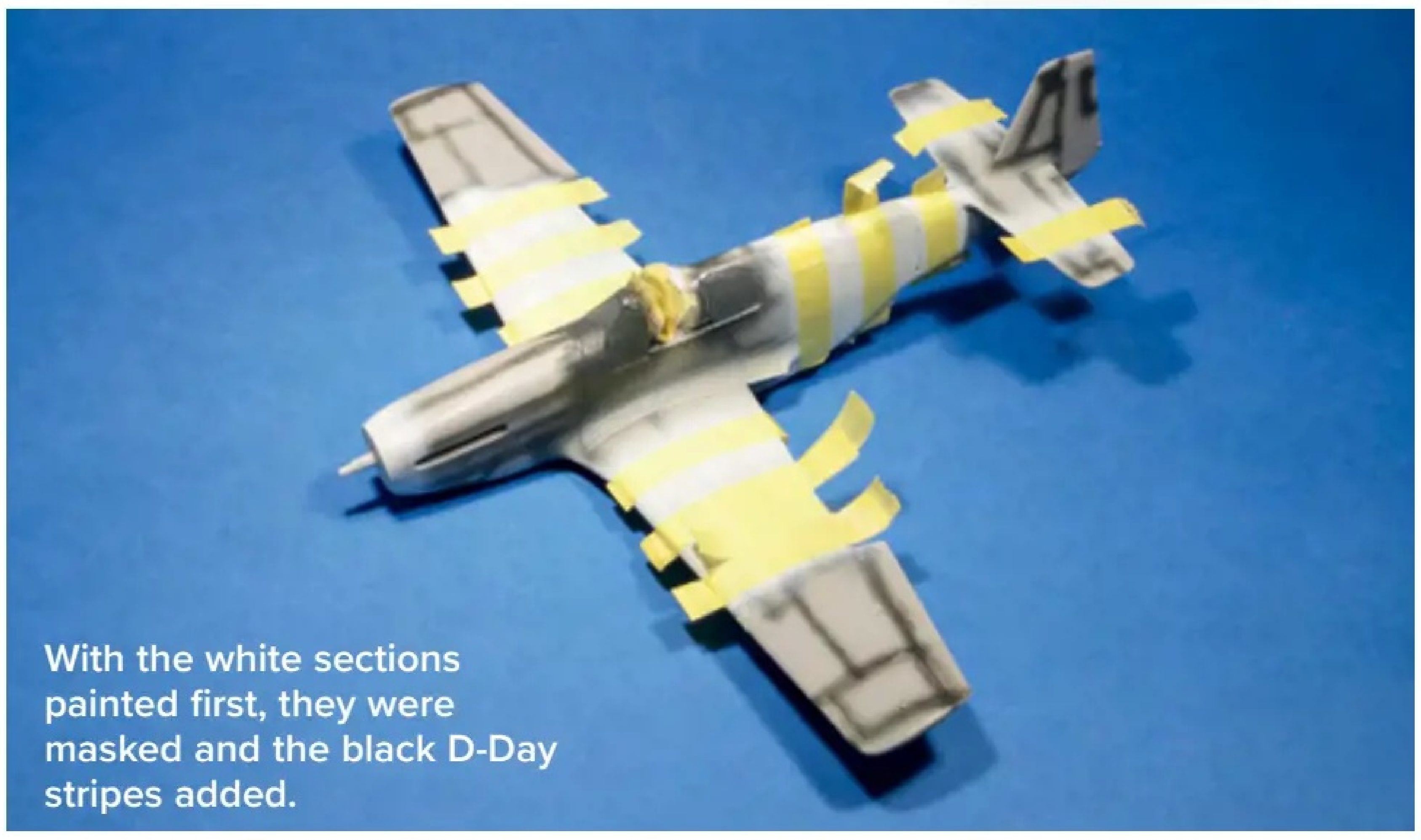
With the main tasks completed, it was time to add all the

▶

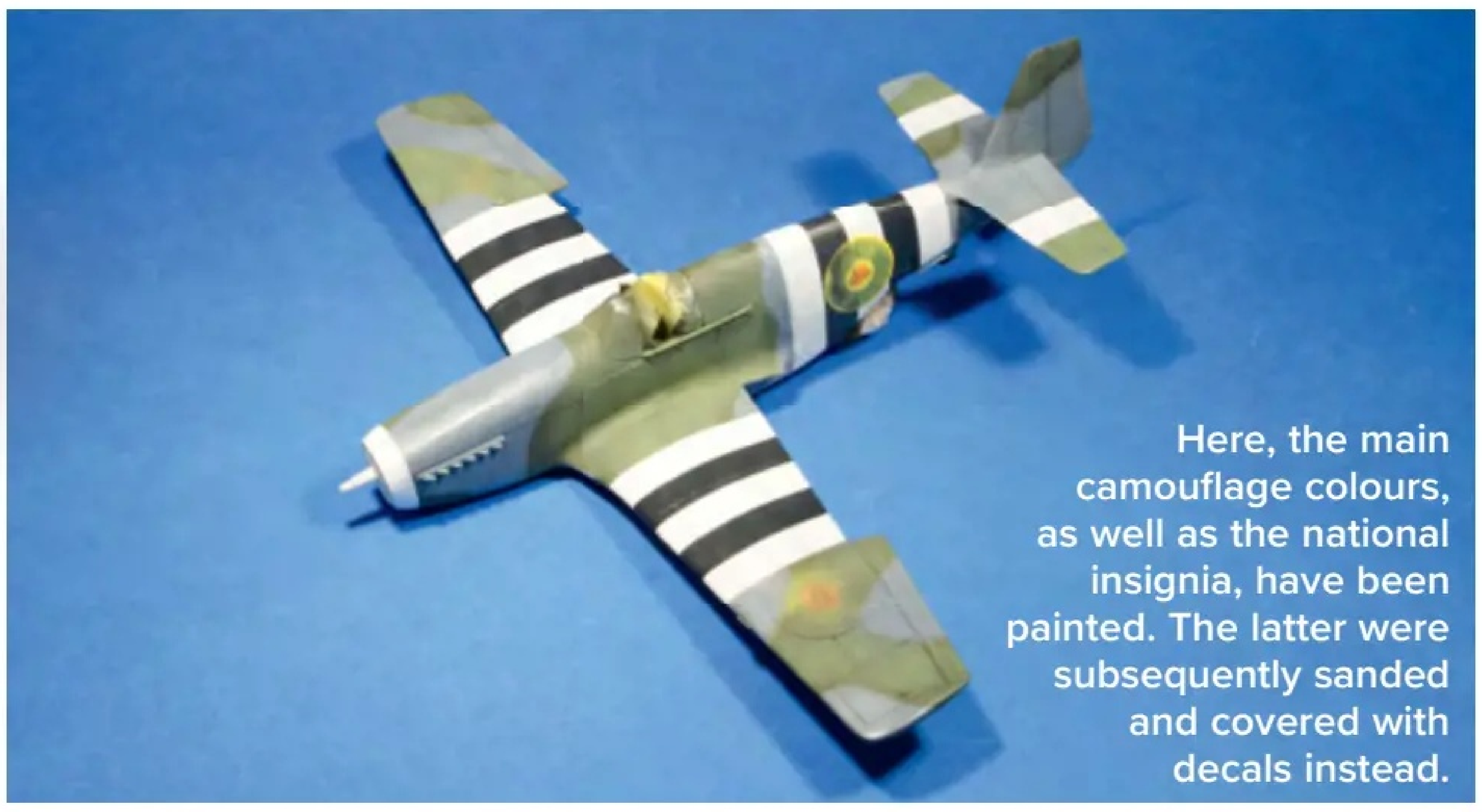




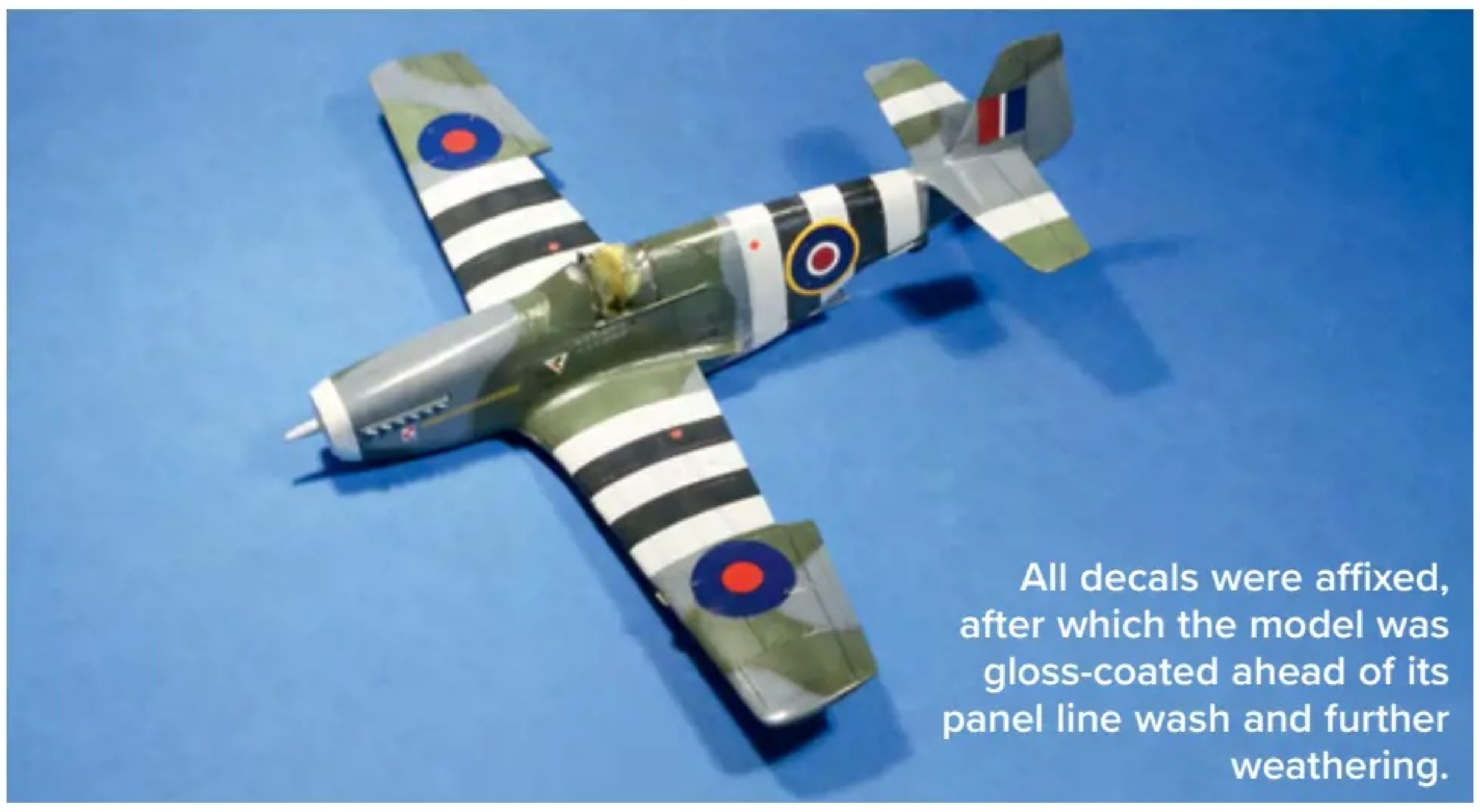
All areas needing white paint were airbrushed first.



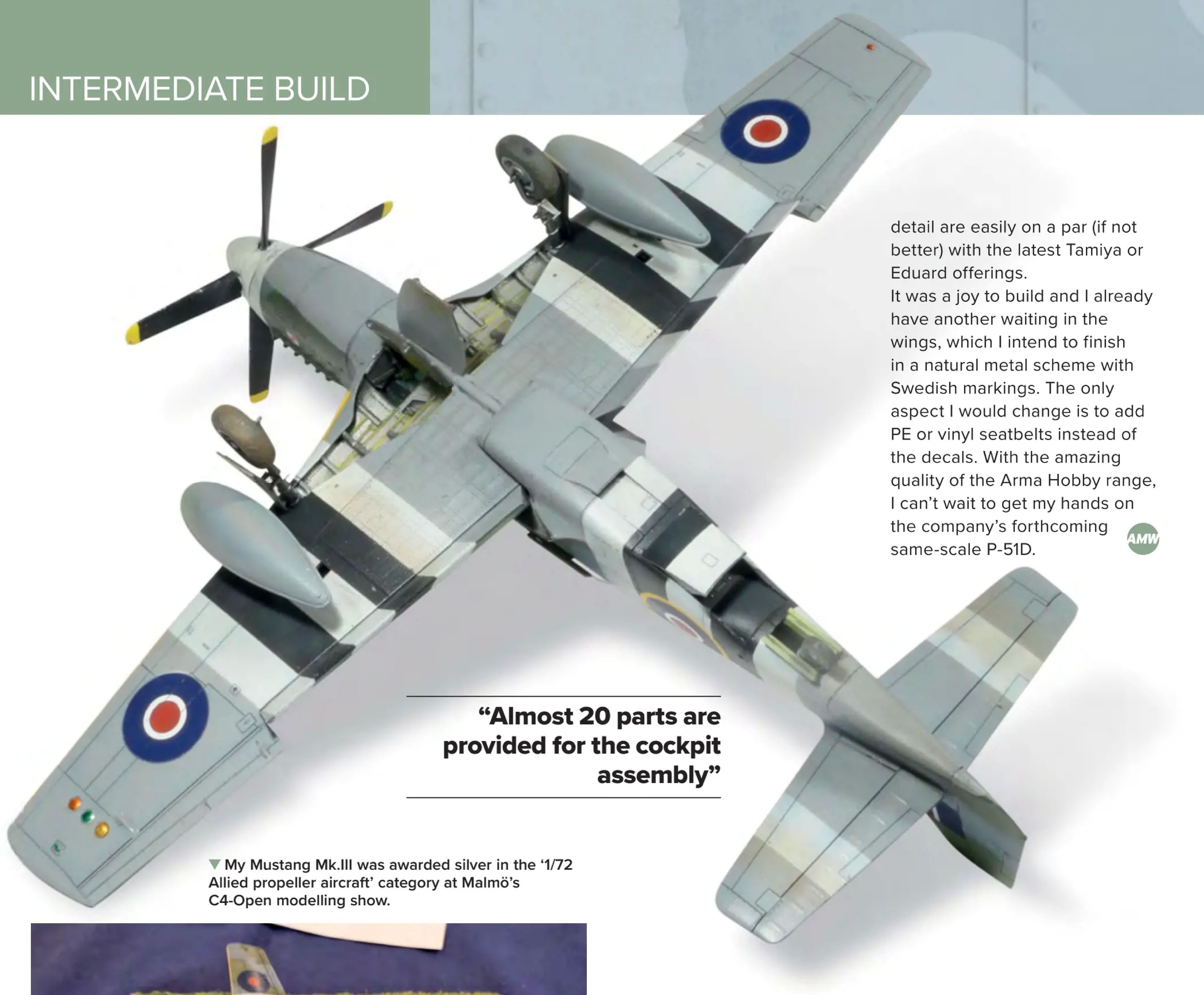
With the white sections painted first, they were masked and the black D-Day stripes added.



Here, the main camouflage colours, as well as the national insignia, have been painted. The latter were subsequently sanded and covered with decals instead.

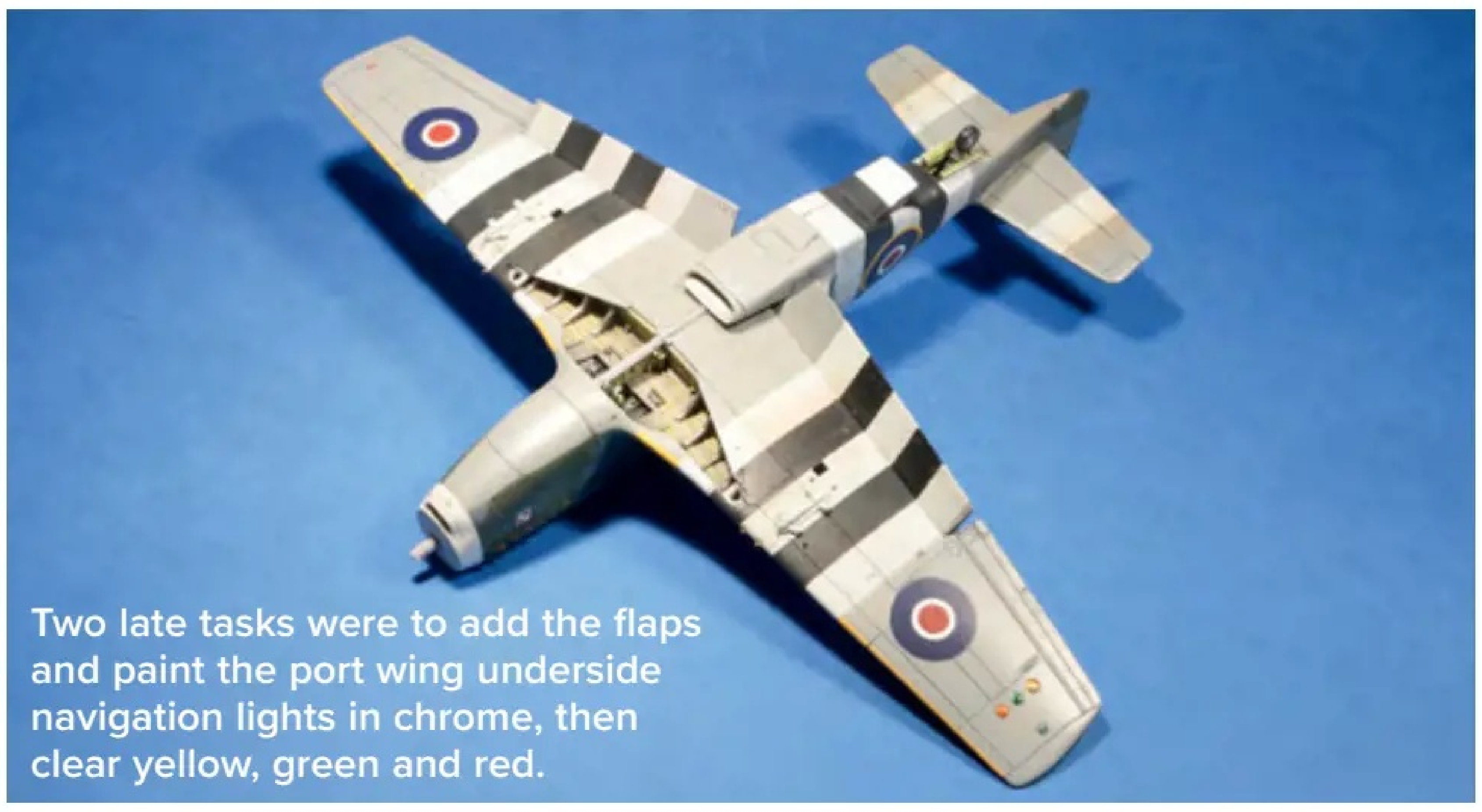


All decals were affixed, after which the model was gloss-coated ahead of its panel line wash and further weathering.



> **“Almost 20 parts are provided for the cockpit assembly”**

▼ My Mustang Mk.III was awarded silver in the ‘1/72 Allied propeller aircraft’ category at Malmö’s C4-Open modelling show.



Two late tasks were to add the flaps and paint the port wing underside navigation lights in chrome, then clear yellow, green and red.

fiddly bits omitted thus far. This included the landing gear, propeller and under-wing fuel tanks. Everything fitted quite well, except for the propeller, which required dry-fitting and adjusting before I could get it to sit flush with the fuselage. Considering the excellent fit of the rest of the kit, I suspect this had more to do with my deviation from the instructions... rather than any issue with the parts. Before adding the pitot tube, I drilled its front end hollow to create the impression of a proper tube rather than a solid rod. Last of all, I added a radio antenna aft of the cockpit, fashioned from stretched styrene and painted MRP-004 White.

Perfect pony

This is one of the best kits I’ve had the pleasure of building during my 20+ years of modelling, and its quality and detail are easily on a par (if not better) with the latest Tamiya or Eduard offerings.

It was a joy to build and I already have another waiting in the wings, which I intend to finish in a natural metal scheme with Swedish markings. The only aspect I would change is to add PE or vinyl seatbelts instead of the decals. With the amazing quality of the Arma Hobby range, I can’t wait to get my hands on the company’s forthcoming same-scale P-51D.

MATERIALS AT A GLANCE

Clear Prop (www.clearpropmodels.com)
CPA72065 P-51B/C Mustang painting mask

DACO (www.dacoproducts.com)
Decal setting solution

Mr. Paint (www.mrpaint.sk)
MRP-003 Super Silver
MRP-004 White
MRP-005 Black
MRP-008 Duraluminium
MRP-048 Super Clear Gloss Varnish
MRP-77 NATO Black
MRP-099 US Navy White
MRP-110 Dark Green
MRP-111 Interior Grey-Green
MRP-115 Ocean Grey
MRP-112 Medium Sea Grey
MRP-126 Super Clear Semimatt Varnish
MRP-129 Zinc-Chromate Primer
MRP-224 Yellow

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- Plastic injection-model kit (gray and clear runners)
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- Size: Length: 401mm Height: 106mm Width: 245mm
- Total Parts: 481

RETAIL PRICE IN JAPAN 7,500JPY (+FEE)

SWS 1/48 NO.15

1/48 F-4E Late Phantom II

- Plastic injection-model kit (gray and clear runners)
- Decal x1 sheet, Masking sticker x1 sheet
- Size: Length: 401mm Height: 106mm Width: 245mm
- Total Parts: 498

RETAIL PRICE IN JAPAN 7,800JPY (+FEE)

SWS 1/32 NO.23

1/32 Douglas AD-6 (A-1H) SKYRAIDER

- Plastic injection-model kit (gray and clear runners)
- Decal x4 sheets, Masking sticker x1 sheet
- Size: Length: 368mm Height: 116mm Width: 477mm
- Total Parts: 480

RETAIL PRICE IN JAPAN 14,000JPY (+FEE)

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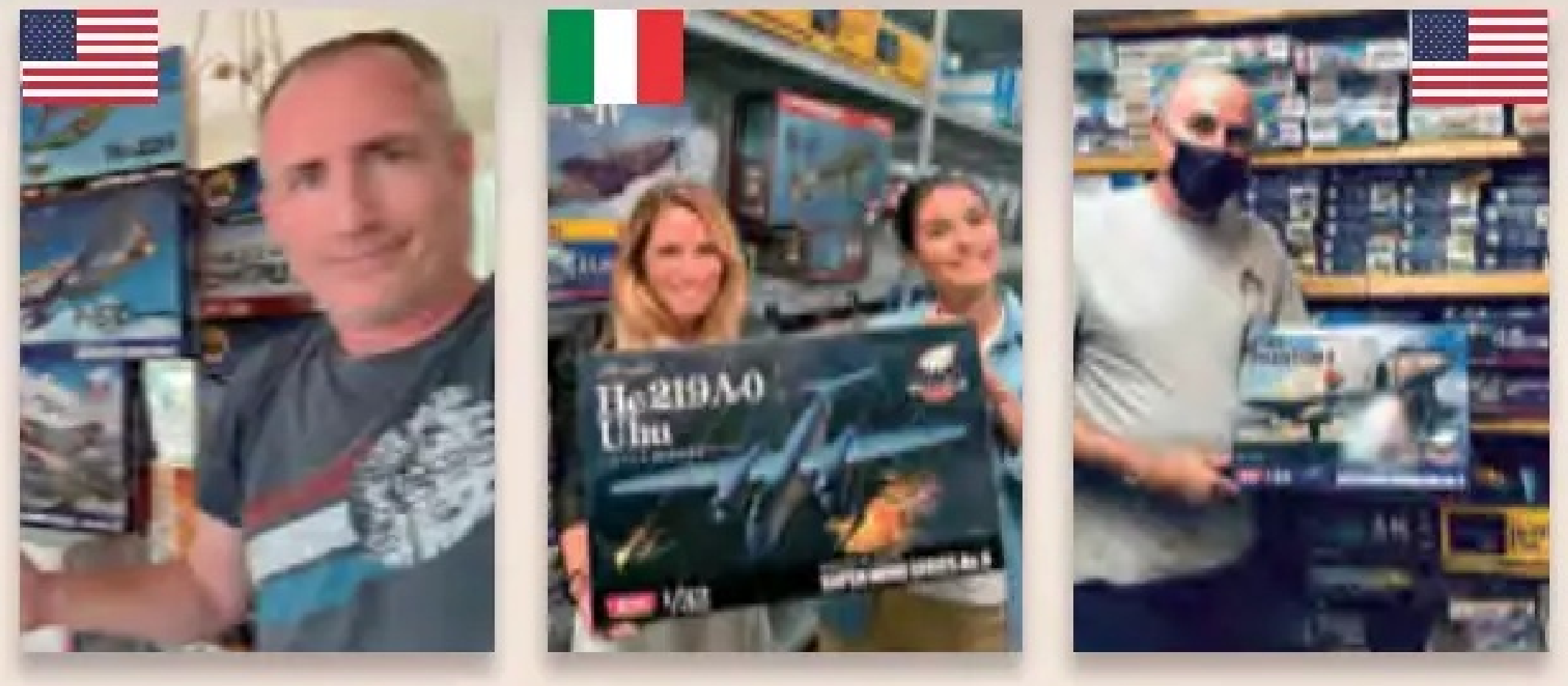

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- ZOUKEI-MURA WEBSITE zoukeimura en
- There are 115 official SWS Friend Shops (Retailers) and Affiliated Stores worldwide, contact the one nearest you!

The Old man Blog

- Zoukei-Mura SWS Development Commander talks about his vision and philosophy for SWS. zoukei-mura oyaji

Check out our official website for the schedules and details! Schedule may vary for SWS Friend Shops. Contact your local store for details.

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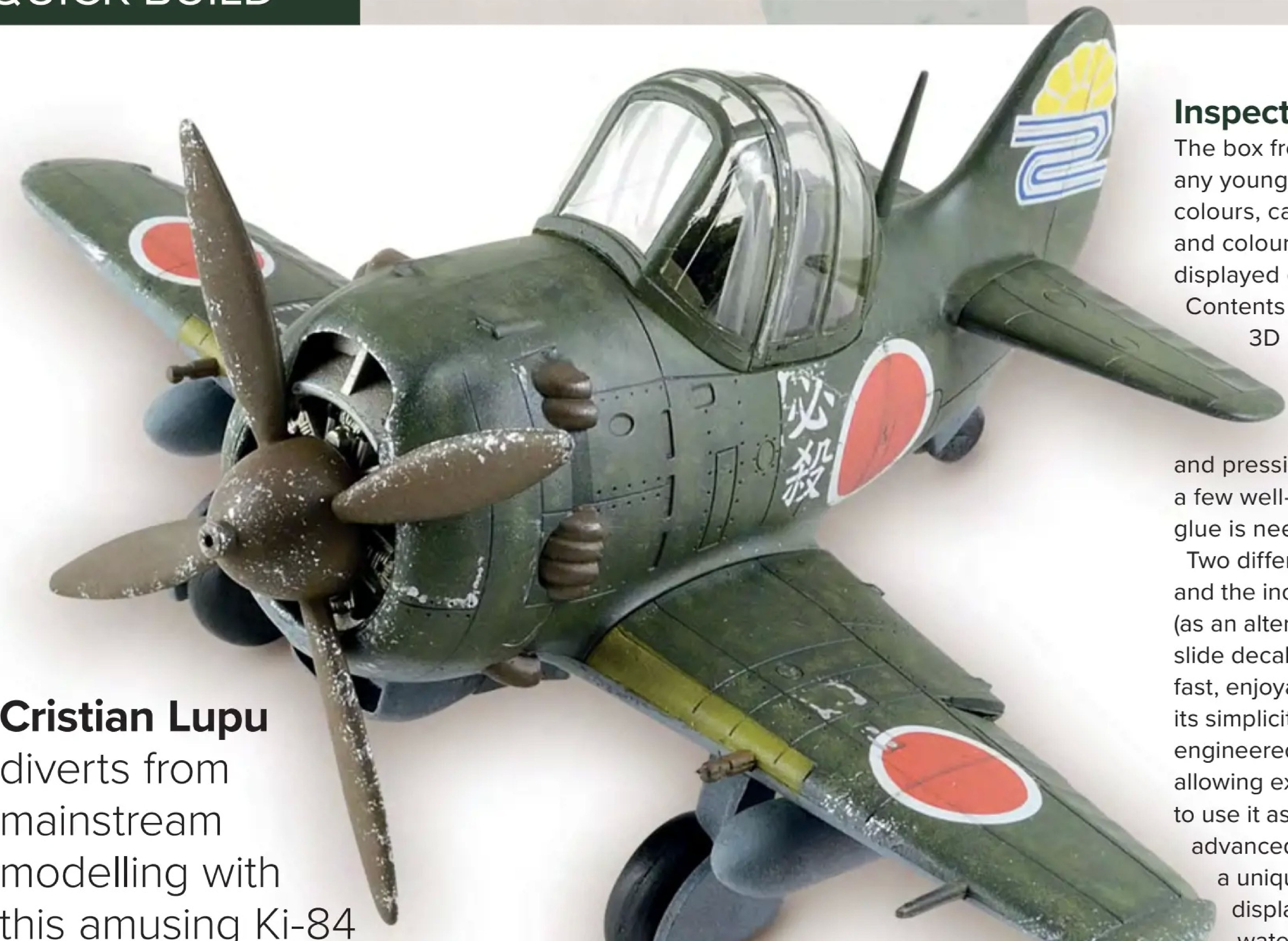
Little Frank

Cristian Lupu diverts from mainstream modelling with this amusing Ki-84 from Tiger Model's Cute Plane series



Codenamed 'Frank' by the Allies in World War Two, the Ki-84 Hayate (Gale) was considered one of the most capable fighters of the Japanese Army Air Force. Its firepower, feared even by crews of the imposing B-29, left a mark in wartime history despite the type's short deployment, which lasted just months. Following in the footsteps of Hasegawa's well-known Egg Plane series, Tiger Model takes a slightly different approach with its caricature-like, cartoonish kits aimed at modellers who don't take the hobby *too* seriously… depicting various famous subjects from aviation history.

Inspection time

The box front is sure to attract any young modeller's eye. Vivid colours, cartoon-style box art and colour scheme details are displayed on and around the lid.

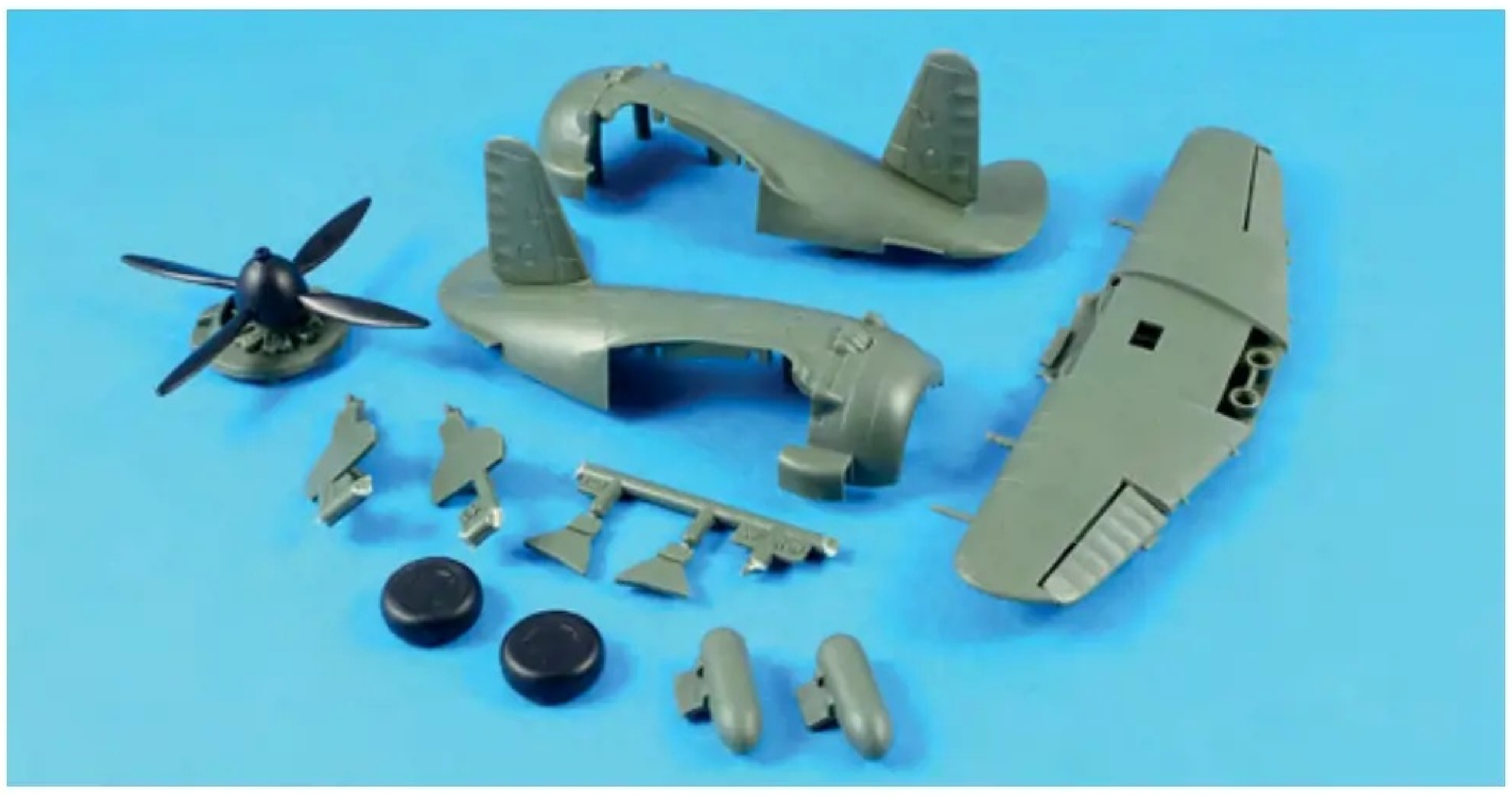
Contents resemble those of a 3D puzzle; assembly is basic and requires separating the few parts from the runners and pressing them together in a few well-described steps. No glue is needed.

Two differently coloured frames and the inclusion of stickers (as an alternative to water-slide decals) further ensure a fast, enjoyable build. Despite its simplicity, the model is engineered rather cleverly, allowing experienced modellers to use it as a base for more advanced techniques – yielding a unique and eye-catching display piece. Regular waterslide decals are one such addition aimed at more committed builders. The inclusion of a cockpit, transparent canopy, panel lines and other surface details on the fuselage and wings

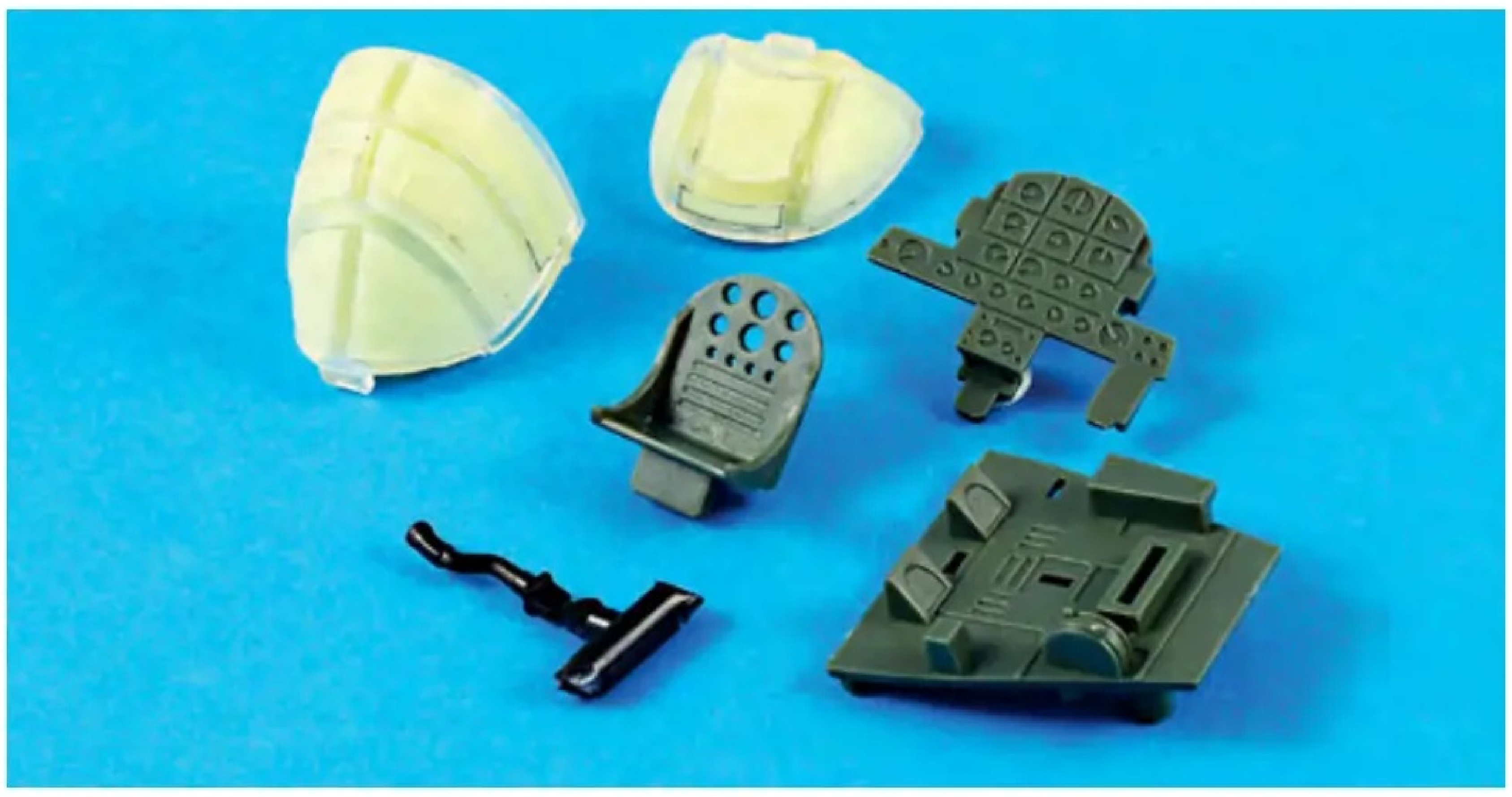
MODEL SPEC

Ki-84 Cute Plane
By: Tiger Model
Stock Code: TM102
Scale: 1:Egg
Price: Approx £18
Available from: Tiger Model stockists

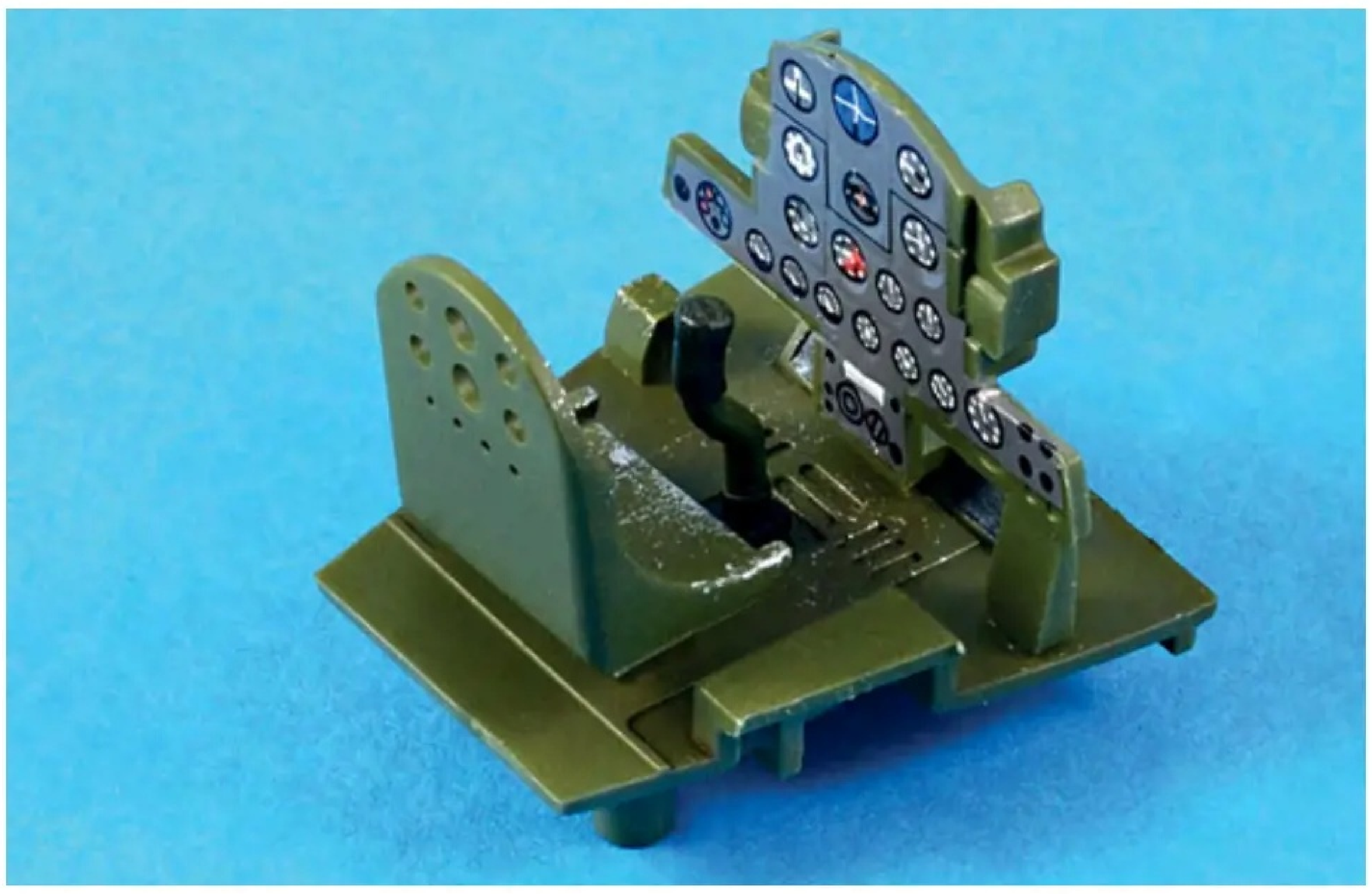
NO.02
WWII
NAK
KI-84 HAYATE



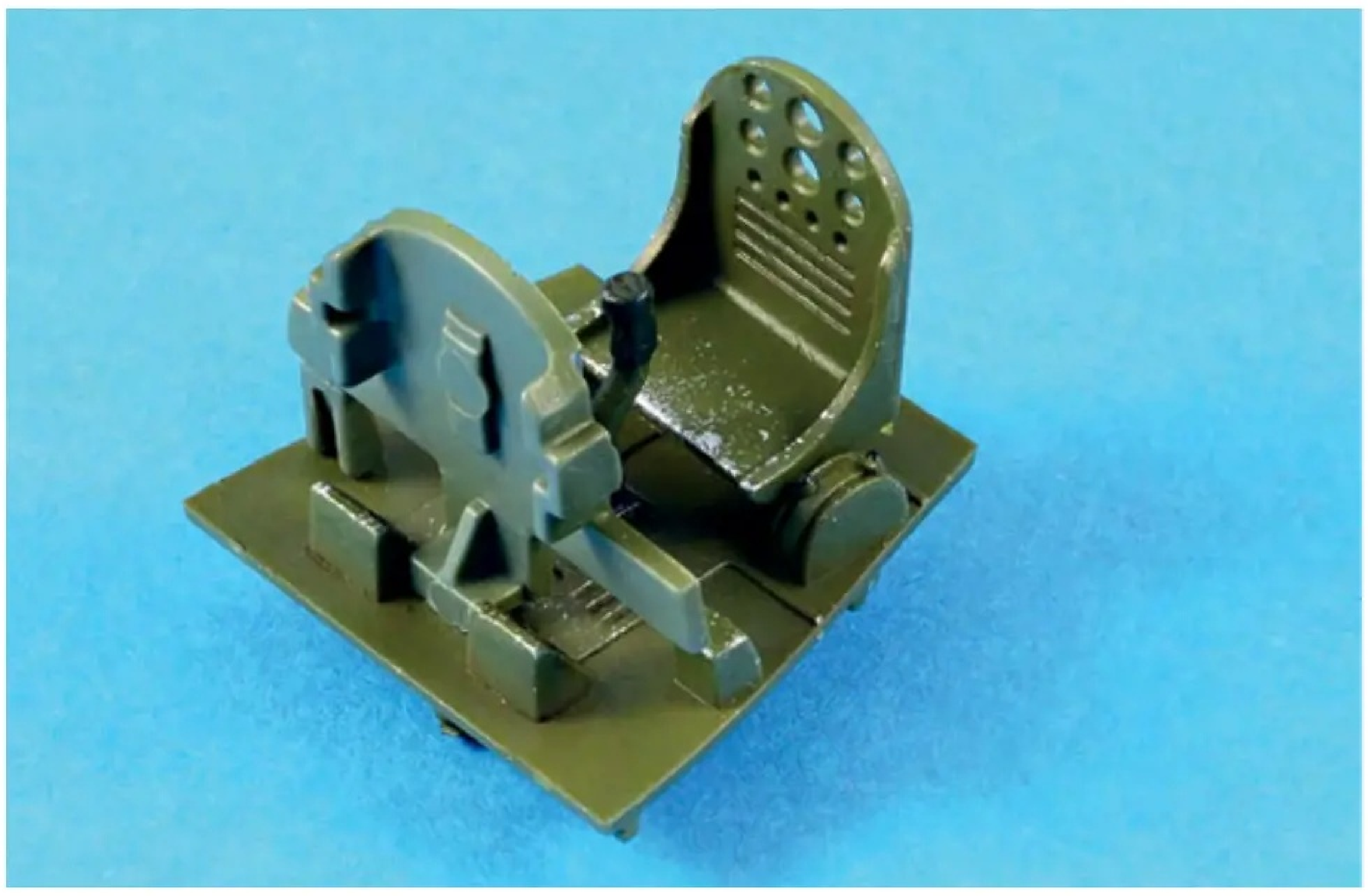
▲ Barely any glue was used on the sub-assemblies, making the process up to this point decidedly speedy.



▲ Canopy masking was hindered by delicate surface details, but the results more than justified the effort.



▲ Metallic chipping and a dark pin wash completed the cockpit finish.



▲ Before applying the instrument panel decals, the interior received a yellowish-green coat of paint, with select details accentuated for contrast.

is a welcome surprise for this category of kit. Just one paint scheme is suggested, but it is a well-considered livery.

To the cutters!

Construction began with a precautionary wash of the parts in water mixed with dishwashing detergent, to remove any mould-release agent and other residues that could interfere with the finish. Though not essential, it was a wise preparatory step. Next came close inspection of the provided details to identify any possible enhancements. The list was short: simply drill the ends of the exhaust pipes.

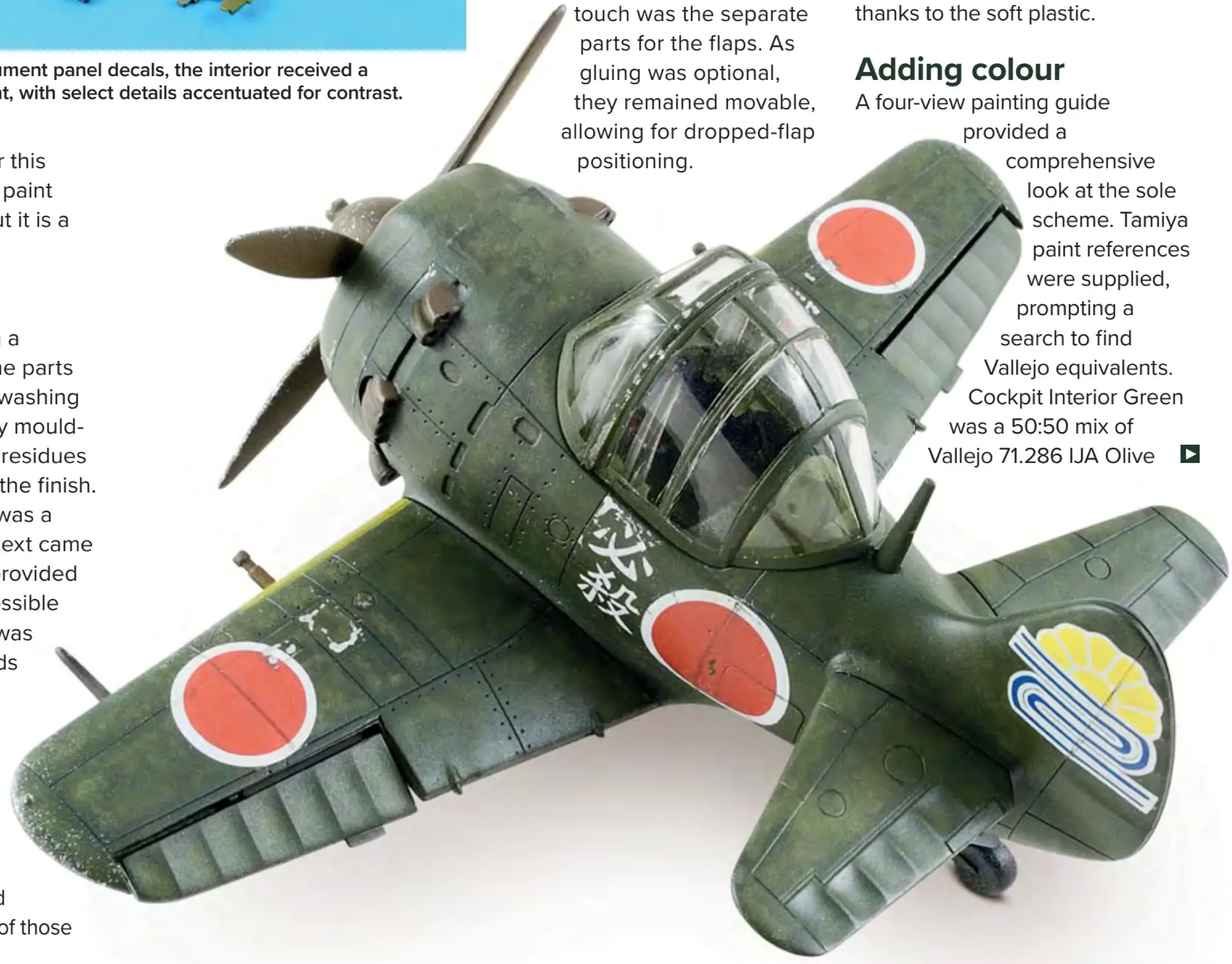
The plastic was properly soft, making part separation easy but increasing the risk of accidental damage. Fortunately, the balance was well struck. The folded instructions – reminiscent of those from Tamiya kits – began with a choice regarding the instrument panel. One option used a flat panel with an instrument sticker; the other offered a more detailed panel to pair with a waterslide decal. The latter was chosen, as the added effort was minimal. The decal for the instrument panel was excellent, conforming easily to the plastic with little fuss.

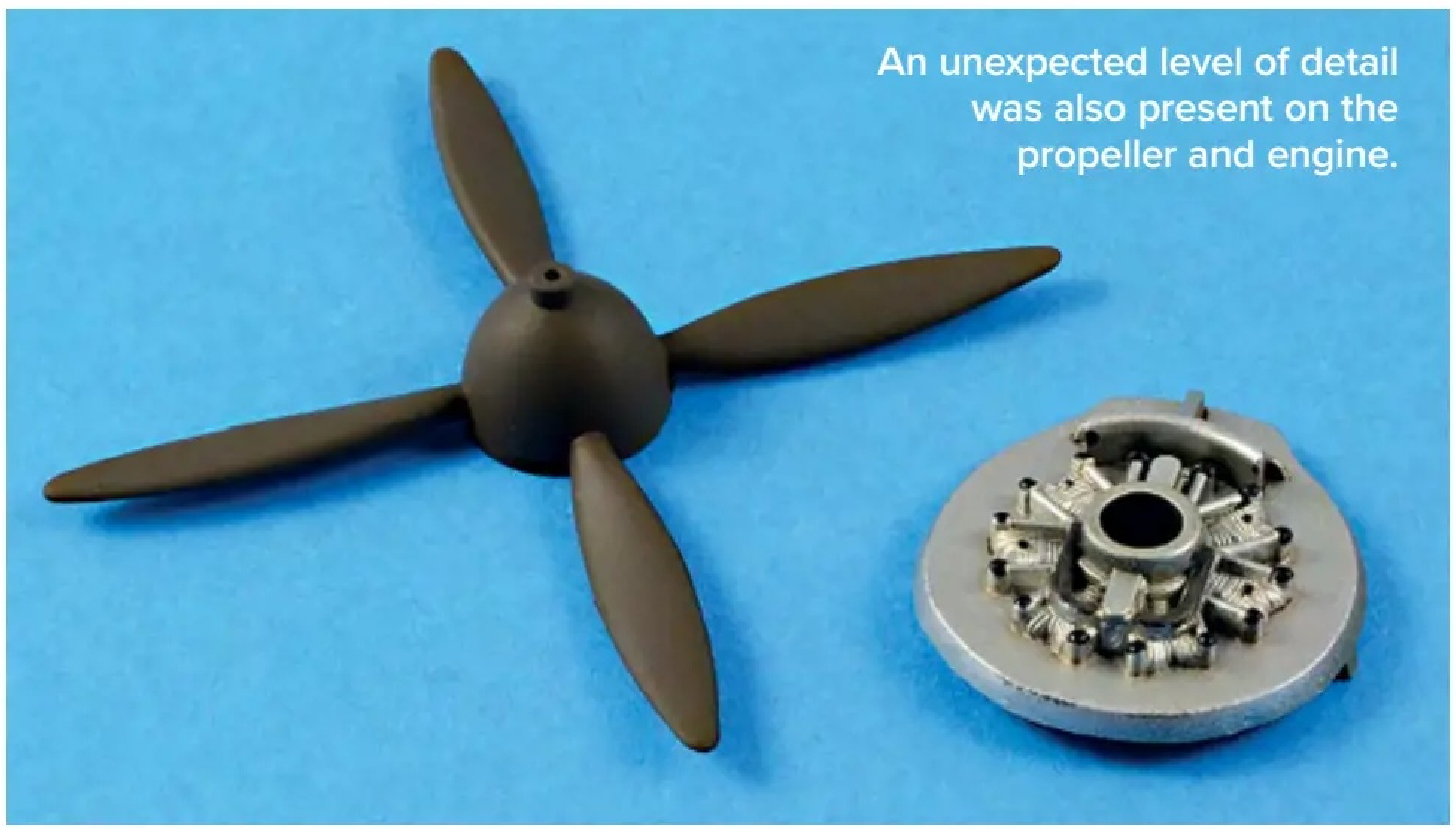
Large locating pins ensured the parts fitted snugly with just the occasional minor gap, filled easily with a run of glue. A lovely touch was the separate parts for the flaps. As gluing was optional, they remained movable, allowing for dropped-flap positioning.

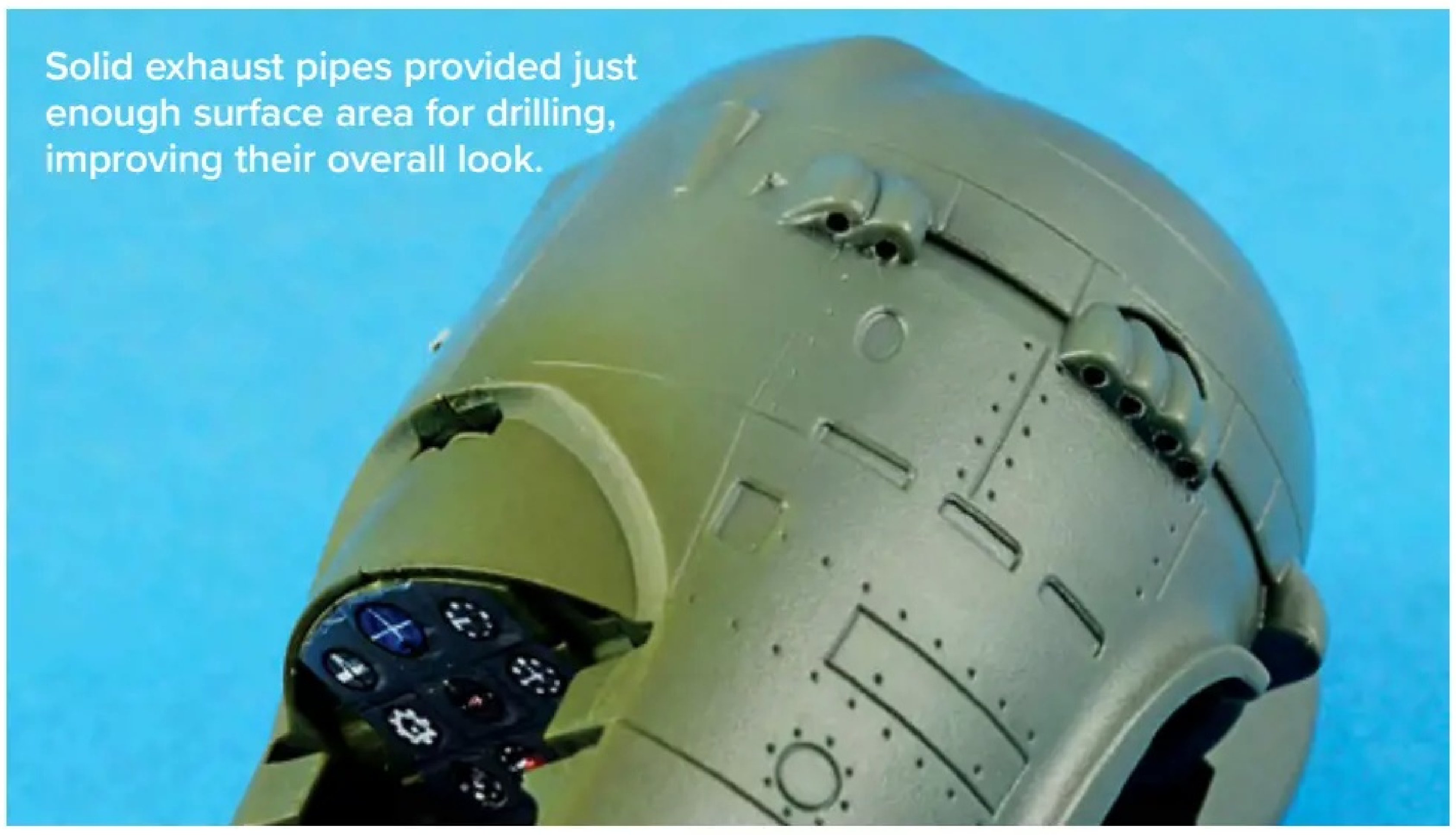
The cockpit glazing came in two parts, enabling an open-canopy configuration. While some canopy frame details were faint, they were sufficient for masking. A layer of overlapping masking tape was applied, burnished with a cocktail stick, and outlined with a soft pen. A sharp blade was then used to trim the tape carefully and, while time-consuming, it was worthwhile. The exhaust pipes, which were well shaped and not overly bulky, were hollowed easily with a hand drill thanks to the soft plastic.

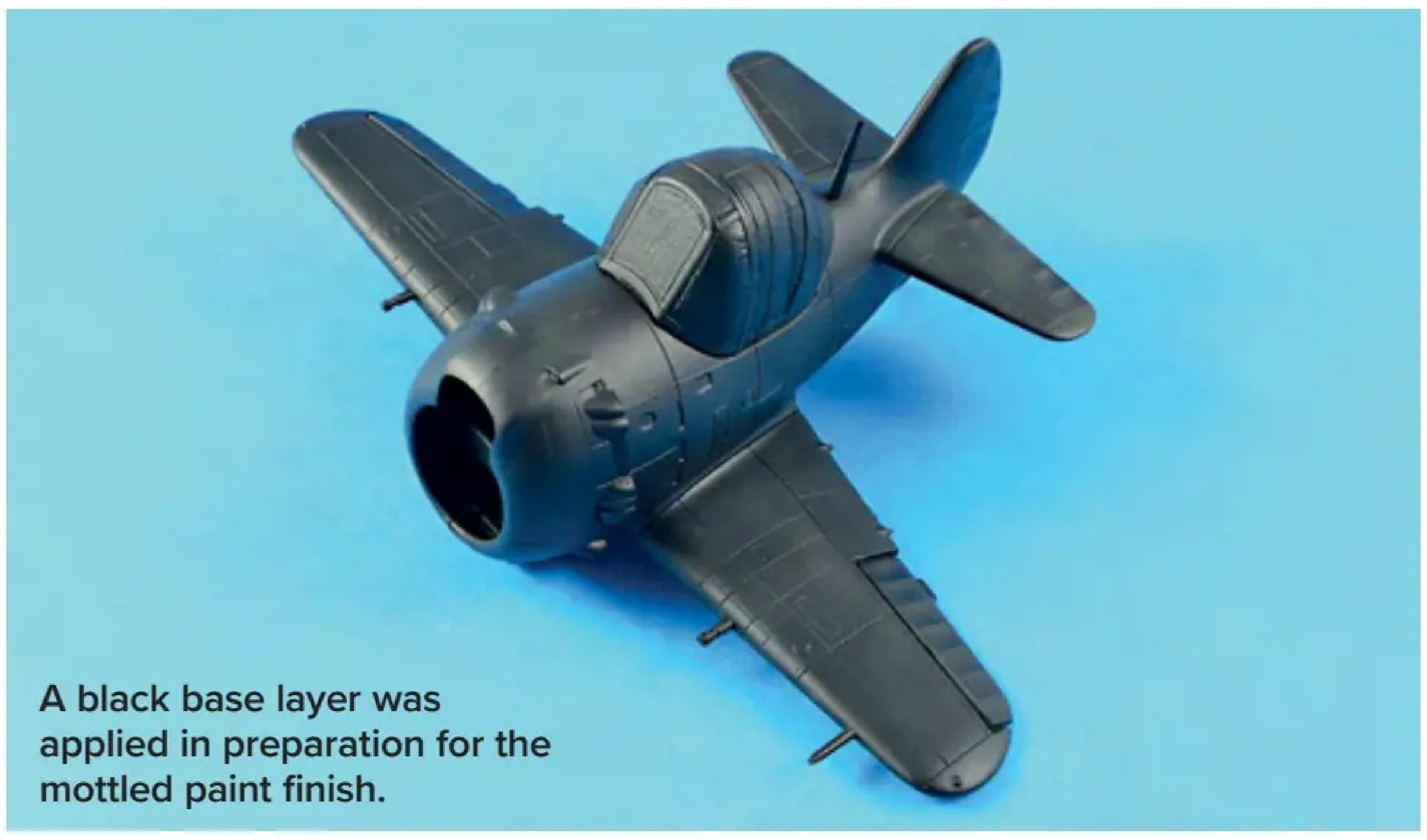
Adding colour

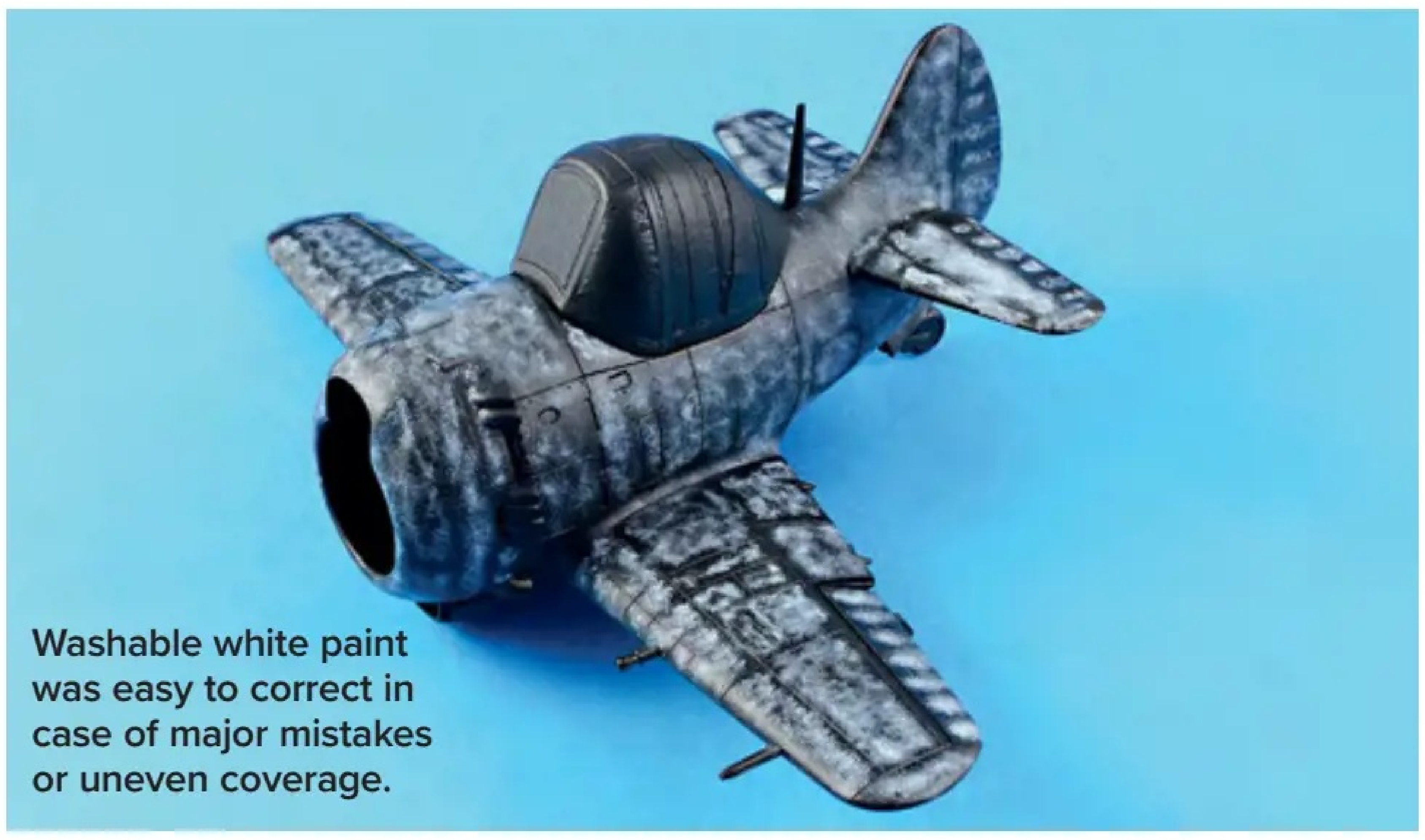
A four-view painting guide provided a comprehensive look at the sole scheme. Tamiya paint references were supplied, prompting a search to find Vallejo equivalents. Cockpit Interior Green was a 50:50 mix of Vallejo 71.286 IJA Olive ▶

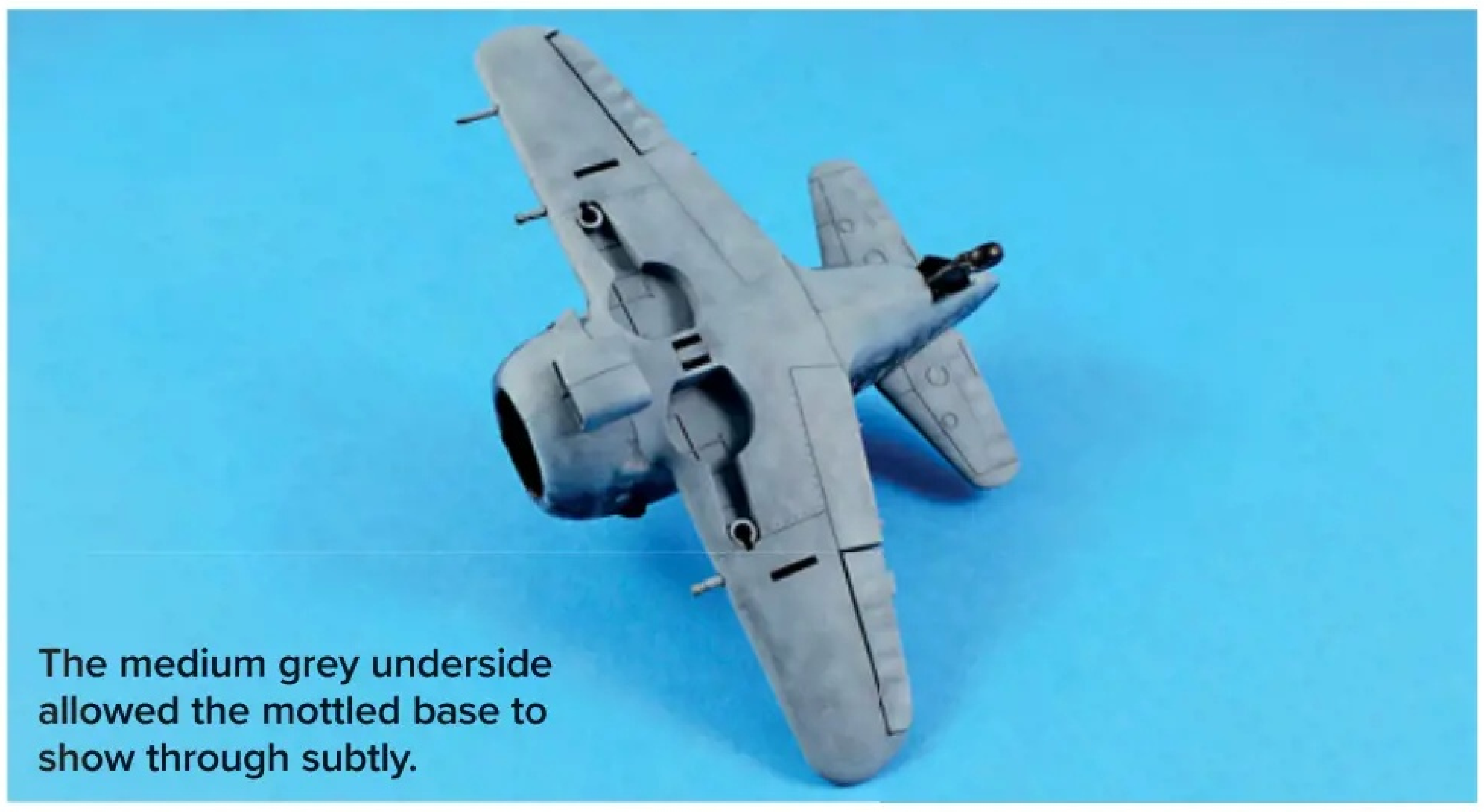


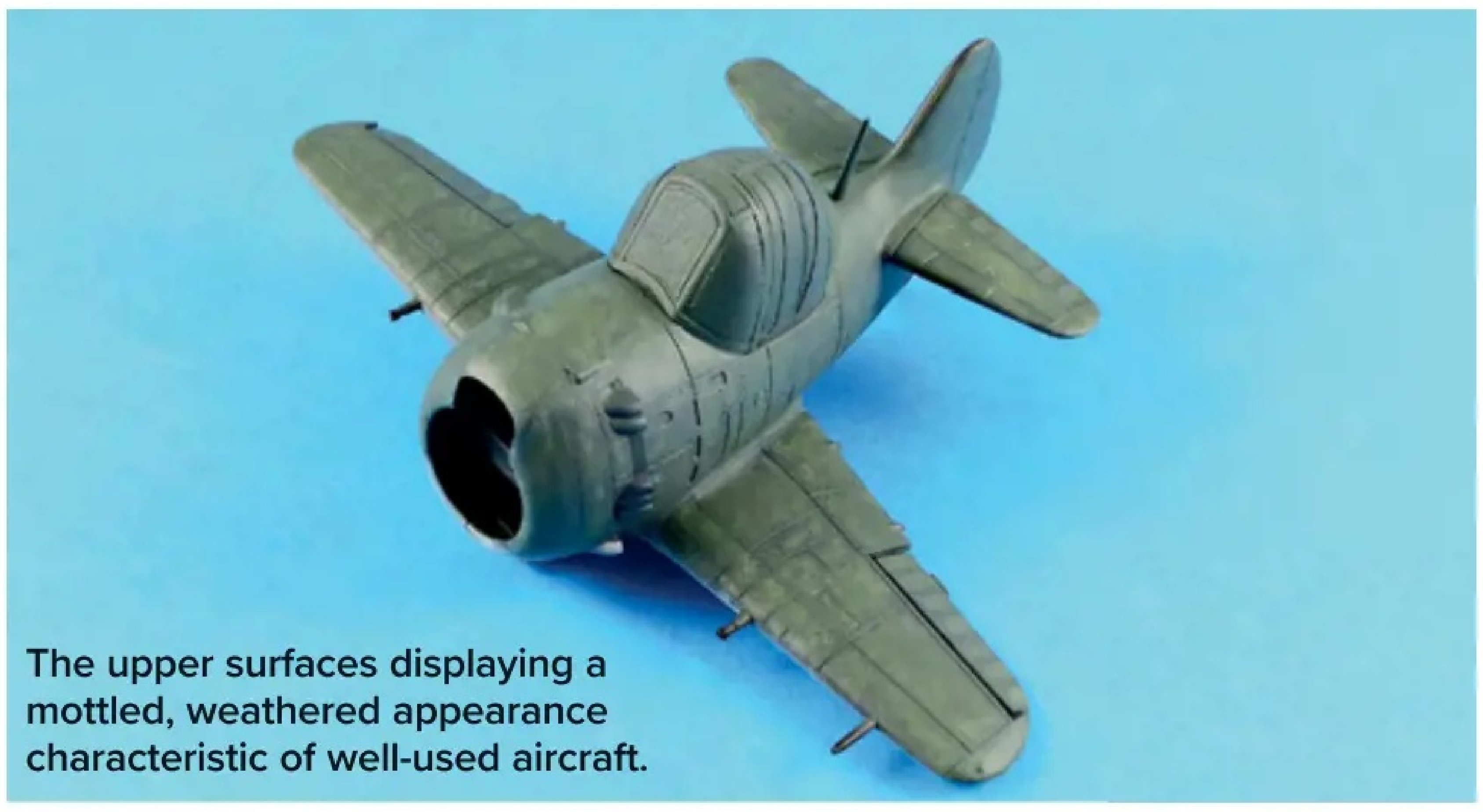

An unexpected level of detail was also present on the propeller and engine.


Solid exhaust pipes provided just enough surface area for drilling, improving their overall look.


A black base layer was applied in preparation for the mottled paint finish.


Washable white paint was easy to correct in case of major mistakes or uneven coverage.

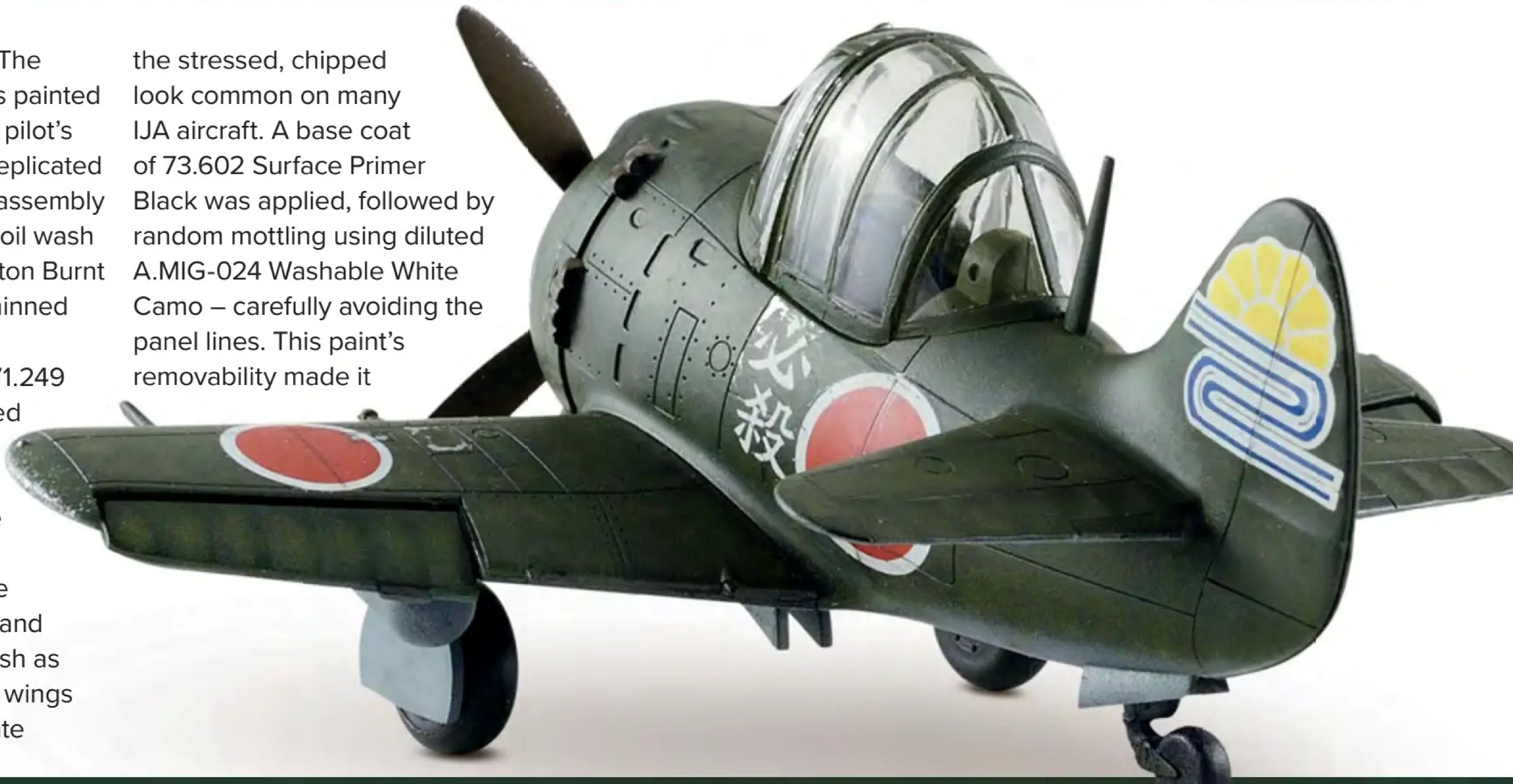

The medium grey underside allowed the mottled base to show through subtly.

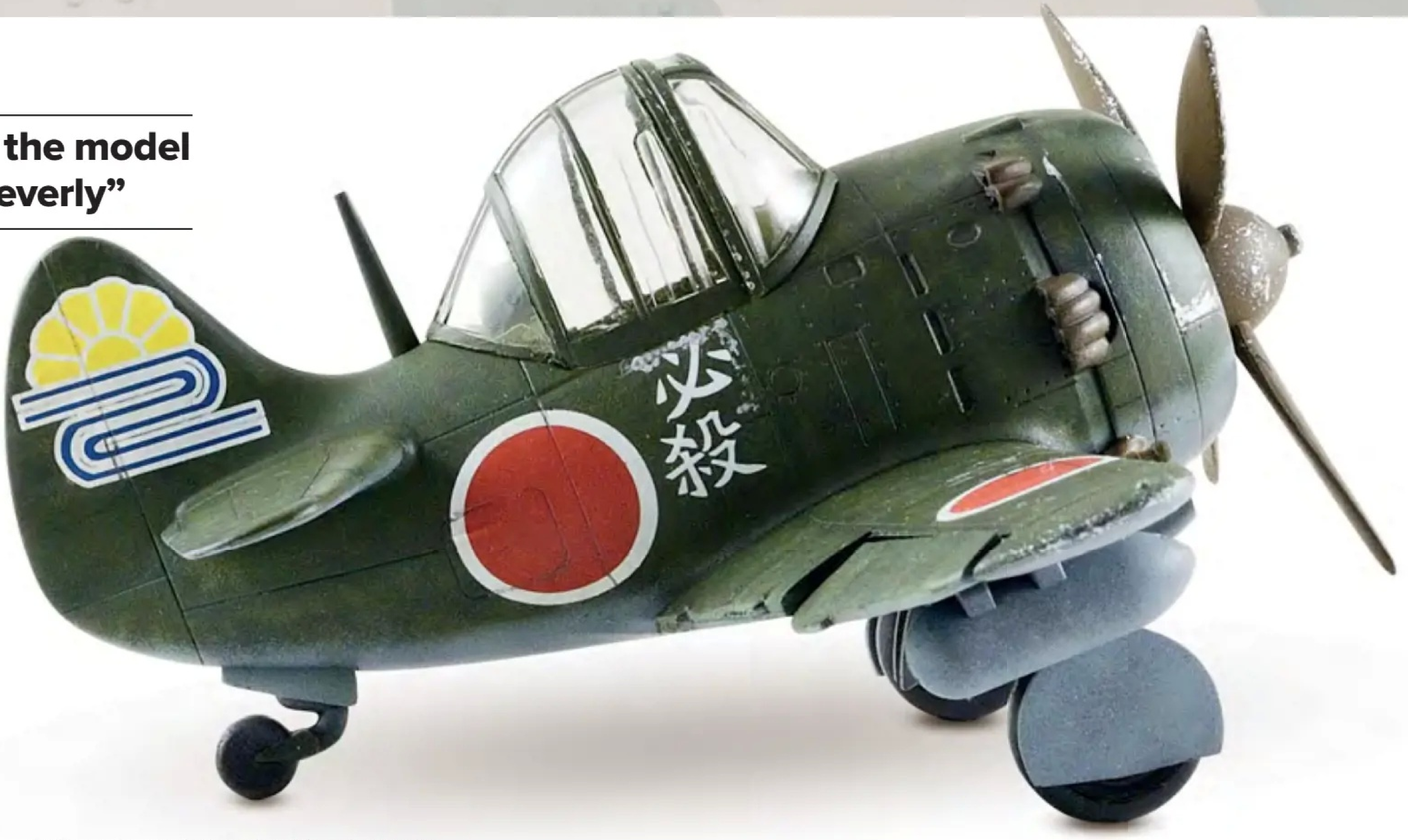

The upper surfaces displaying a mottled, weathered appearance characteristic of well-used aircraft.

Green and 71.002 Yellow. The control column handle was painted black for contrast, and the pilot's seat had subtle chipping replicated via 71.063 Silver. The sub-assembly then received a generous oil wash mixed from Winsor & Newton Burnt Sienna and Lamp Black, thinned with lighter fuel.

The propeller received 71.249 NATO Brown, then chipped with 71.063 Silver on a sponge – applied to the correct (front) edge of the blades for realism.

The well-moulded engine was also finished in silver and treated to the same oil wash as the cockpit. Fuselage and wings were weathered to replicate the stressed, chipped look common on many IJA aircraft. A base coat of 73.602 Surface Primer Black was applied, followed by random mottling using diluted A.MIG-024 Washable White Camo – carefully avoiding the panel lines. This paint's removability made it





> **“Despite its simplicity, the model is engineered rather cleverly”**

ideal for controlled effects.

The underside received 71.114 Medium Grey, sprayed in thin layers to allow the mottling to show through slightly. This colour extended just above the wing root for a soft transition to the upper surface colour. The upper surfaces were treated similarly, using 71.017 Russian Green. Meanwhile, the prominent yellow wing leading edges were masked along panel lines and painted with 71.002 Yellow over a 71.249 NATO Brown base.

Kit decals were applied over a coat of Revell 01 Gloss Clear, then sealed with Revell 02 Matt Clear. Despite their size, the decals conformed well, needing just a small amount of Revell Decal Soft. Characteristic IJA chipping around the cockpit and wing edges was replicated with a looser, exaggerated application that suited the model’s stylised design. Dark oil wash was applied to the panel lines. Where it didn’t perform well over decals, a sharp pencil was used to enhance the lines additionally. Finally, an 80:20 mix of Winsor & Newton Burnt Sienna and Lamp Black was dotted near the exhausts and streaked backwards to simulate soot. Once dry, a lighter mix (80:20 Zinc White and Burnt Sienna) was added for subtle tonal variation in the exhaust stains.

Fun diversion

While the Ki-84 is hardly an obscure subject, Tiger Model’s cartoon-like take offers a refreshing and engaging option… and not just for young modellers. With excellent quality and surprising detail, this kit has the potential to ignite a passion for our wonderful hobby in a new generation.

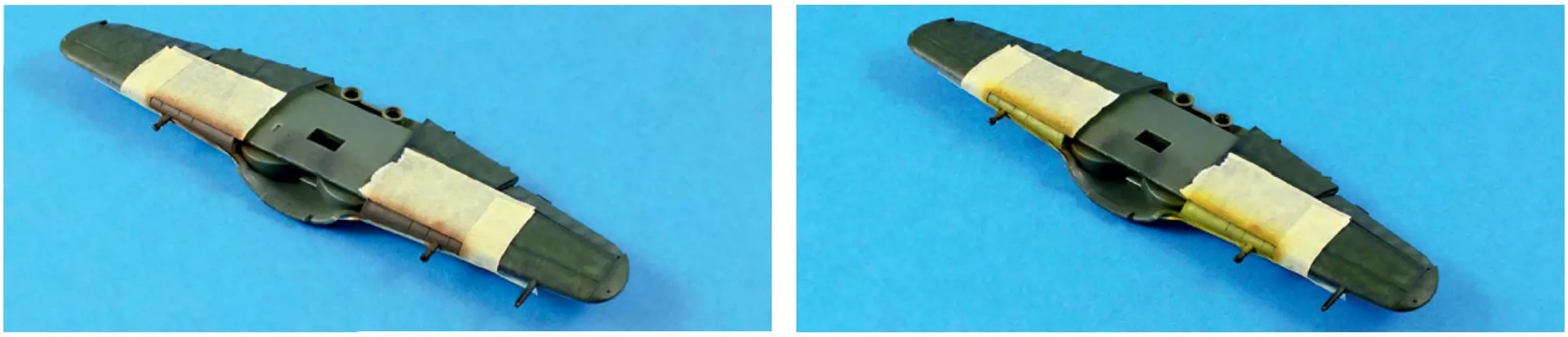
MATERIALS AT A GLANCE

Revell acrylic (www.revell.de/en)
01 Clear Gloss
02 Clear Matt
Decal Soft

AMMO (www.migjimenez.com)
A.MIG-024 Washable White Camo

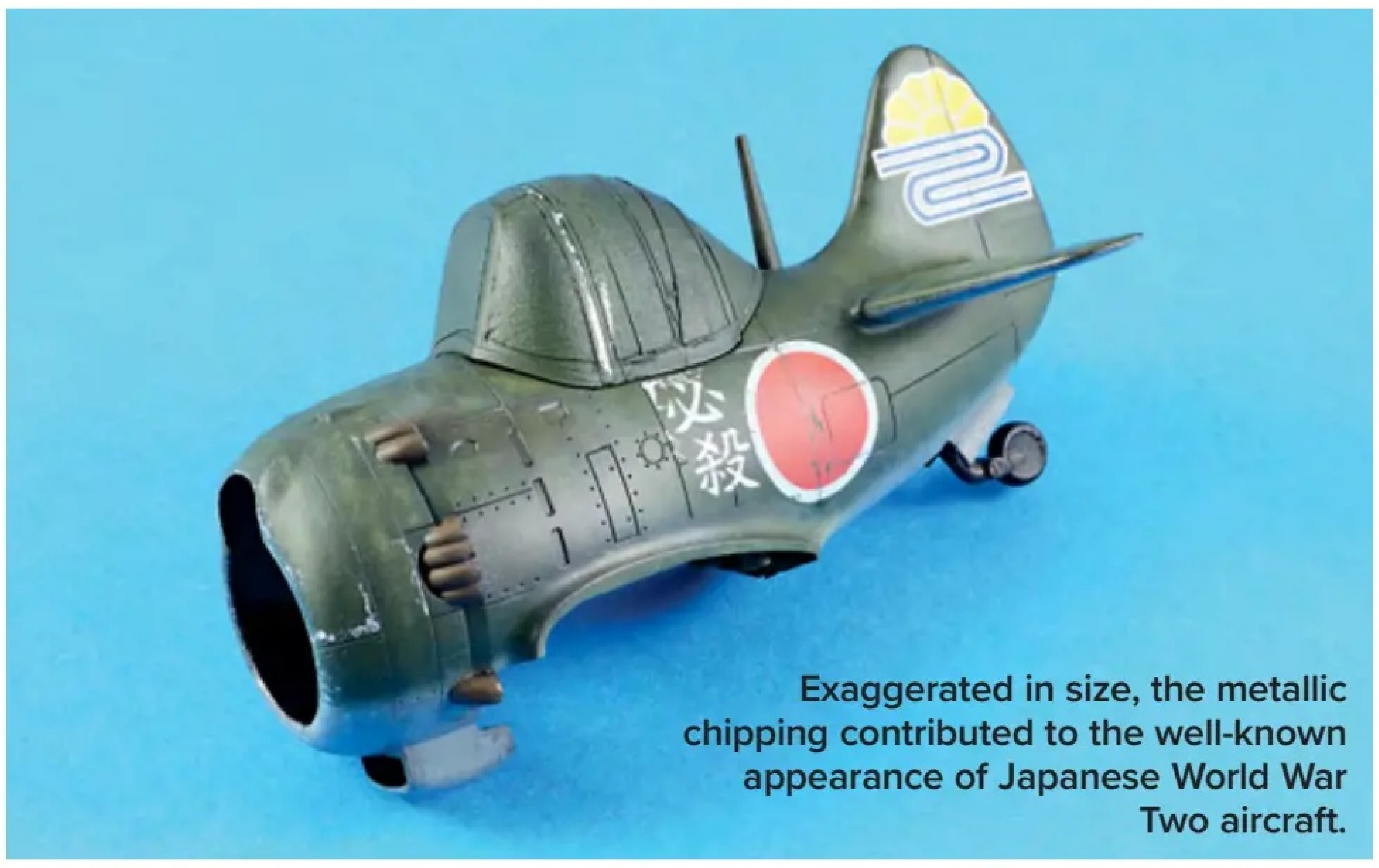
Vallejo (www.creativemodels.co.uk)
71.002 Yellow
71.017 Russian Green
71.061 Airbrush Thinner
71.063 Silver
71.114 Medium Grey
71.249 NATO Brown
71.286 IJA Olive Green
73.602 Surface Primer Black

Winsor & Newton oils (www.winsornewton.com)
Burnt Sienna
Lamp Black
Zinc White



▲ Yellow stripes at the wing roots were applied over a brown base coat for better opacity; tape was used to set the boundaries.

The attractive decals adhered well despite being both thin and large.



Exaggerated in size, the metallic chipping contributed to the well-known appearance of Japanese World War Two aircraft.

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Key Publishing has teamed up with Jeep Promotions to offer one lucky UK-based *AMW* reader with the chance to win a copy of this magnificent 1,024-page double-volume reference *US Dodge The development of Dodge military trucks* 1940-1945, by David Doyle, worth £199.99.

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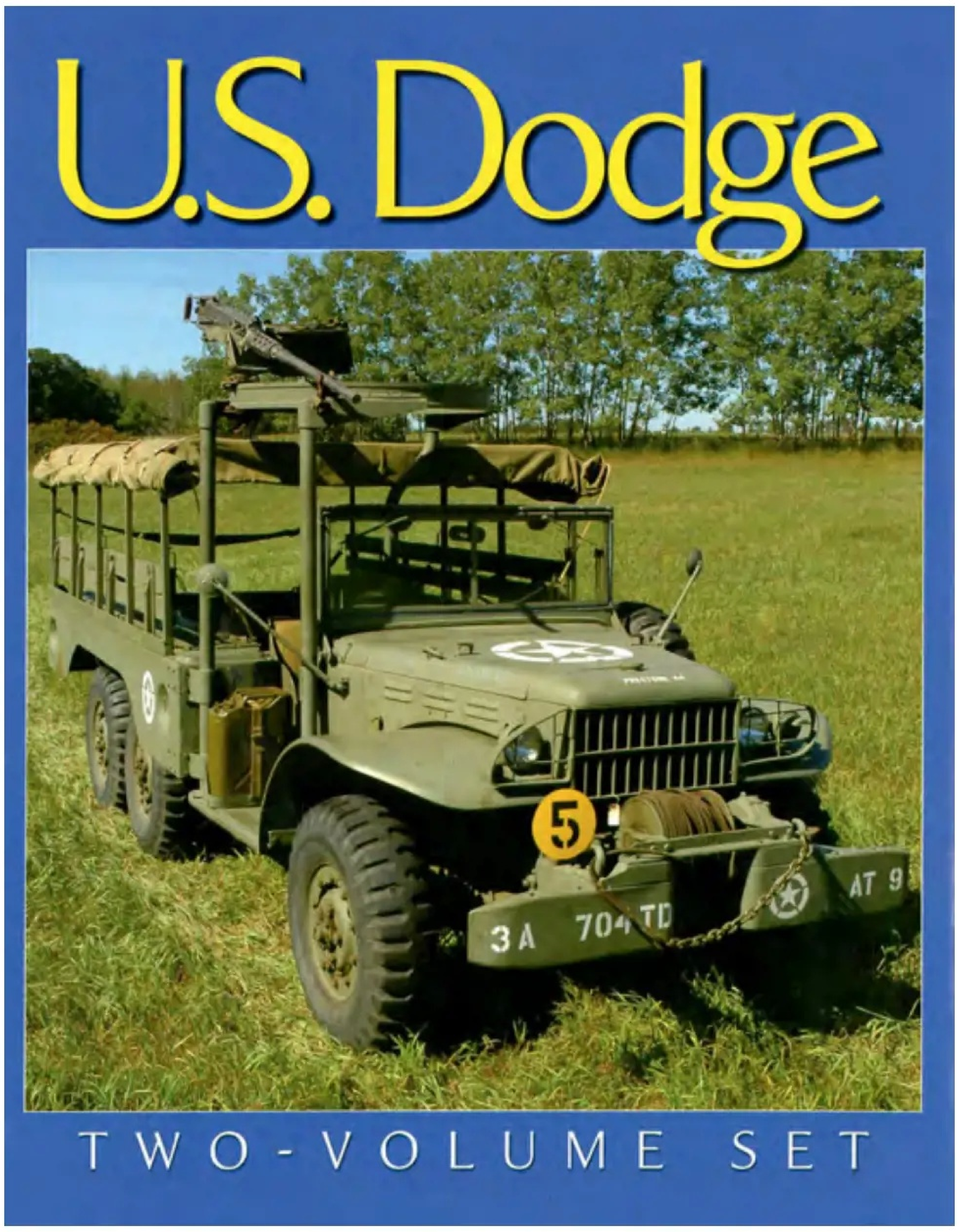

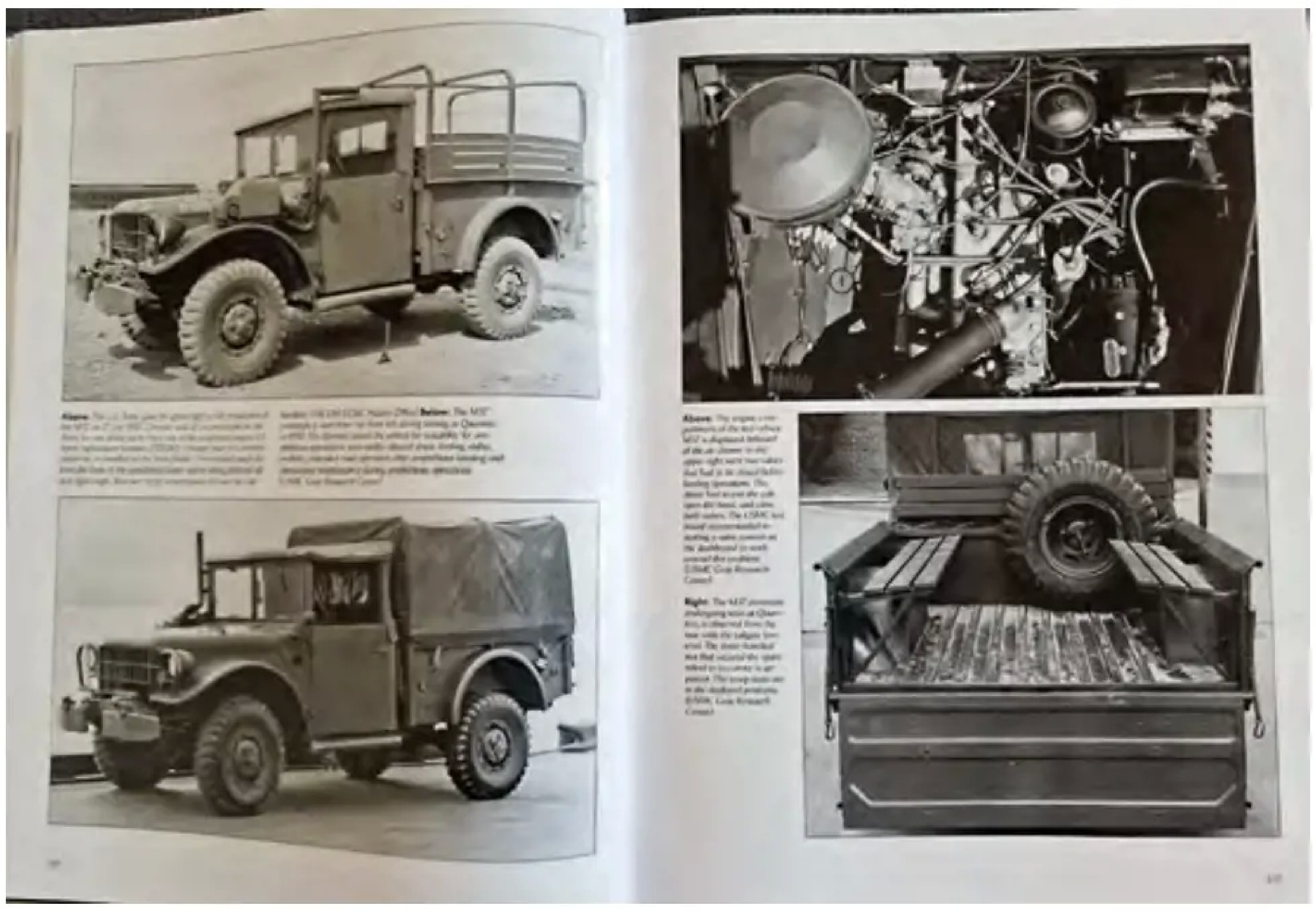

The closing date for this competition is Friday August 8, 2025. Winners will be notified by Friday August 15, 2025. For full terms and conditions, please visit the KeyModelWorld website.

HOW TO ENTER

To enter this exclusive competition, simply go to **www.keymodelworld/competitions** and fill in the online entry form.

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AMW editor **Stu Fone** was so impressed with Airfix's 1/72 Eurofighter Typhoon FGR.4 Starter Set, he built two...

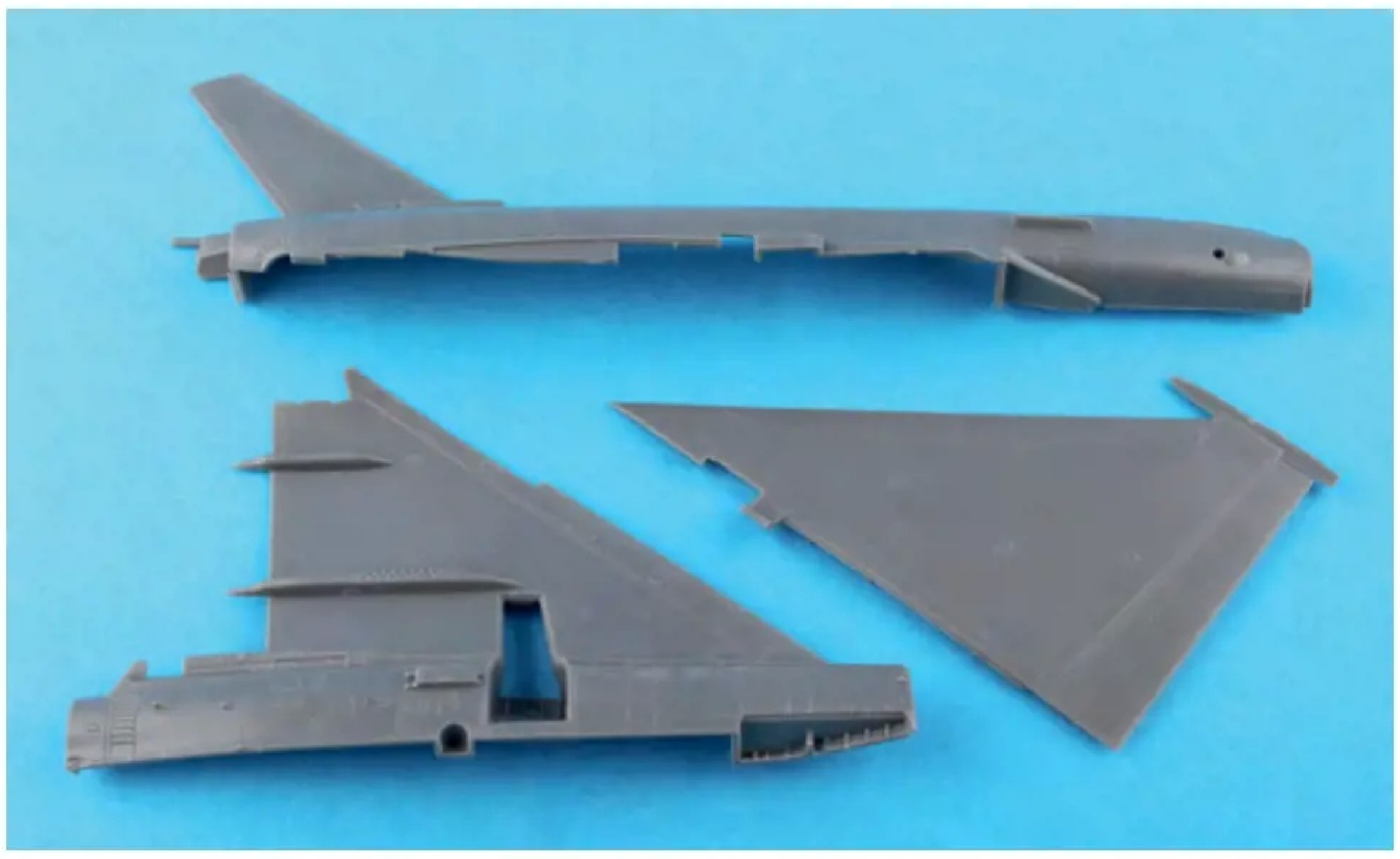
A Tail of Two 'Tiffies'

MODEL SPEC

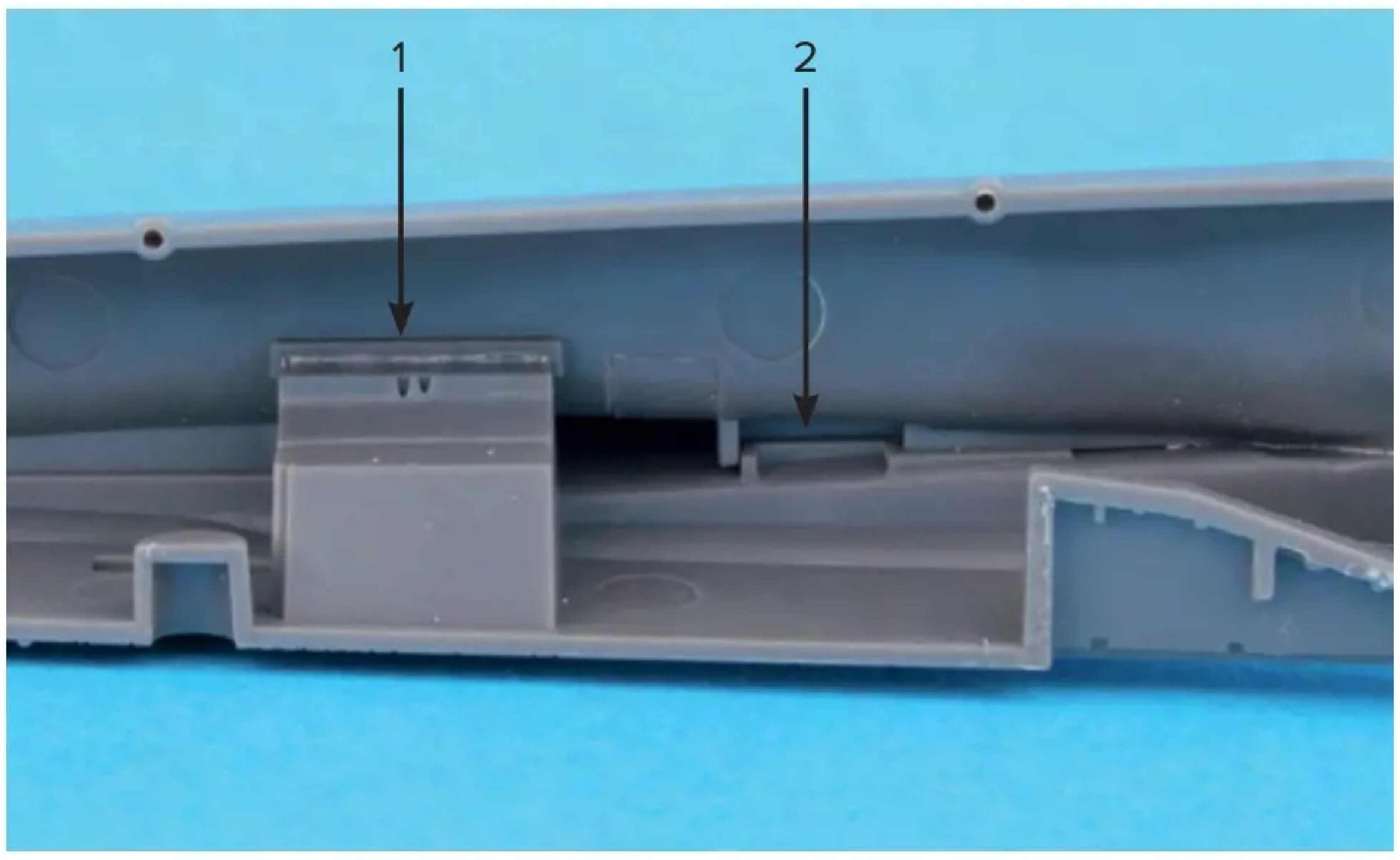
Eurofighter Typhoon FGR.4
By: Airfix
Stock Code: A55016
Scale: 1/72
Price: £19.99
Available from: https://uk.airfix.com

AIRFIX
starter SET
Humbrol
1:72 EUROFIGHTER TYPHOON FGR.4

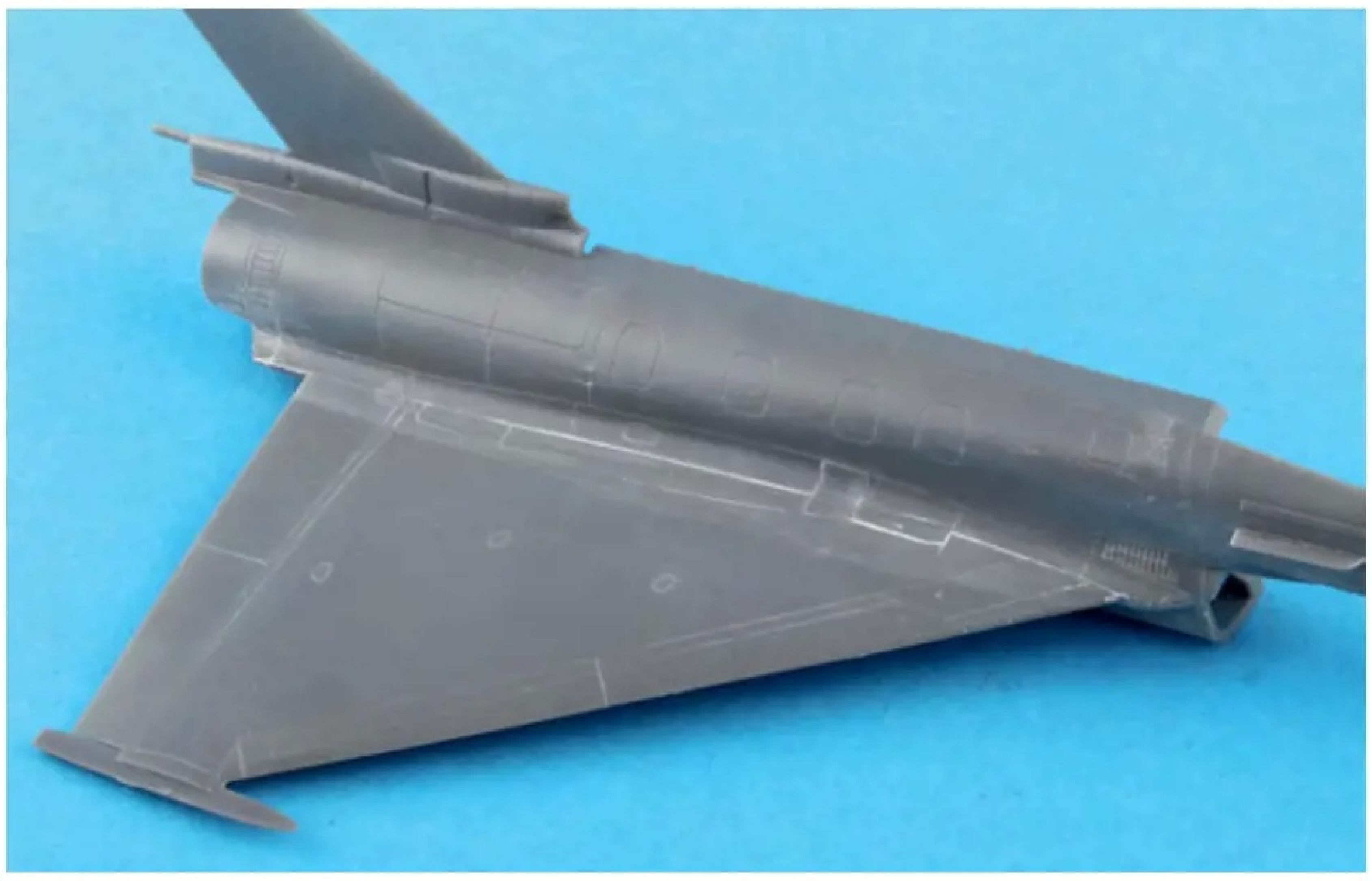
In the past, Starter Sets have been something of a niche element, attractive to just those entering the hobby... until recently, that is. Airfix turned this on its head several years ago when it started to produce new-tool kits with simplified content and a silhouette-style stand. Not only were these great introductions to modelling but they featured detail that (in some cases) was at least equal to 'full' offerings of a subject. This was most ably displayed via its recent



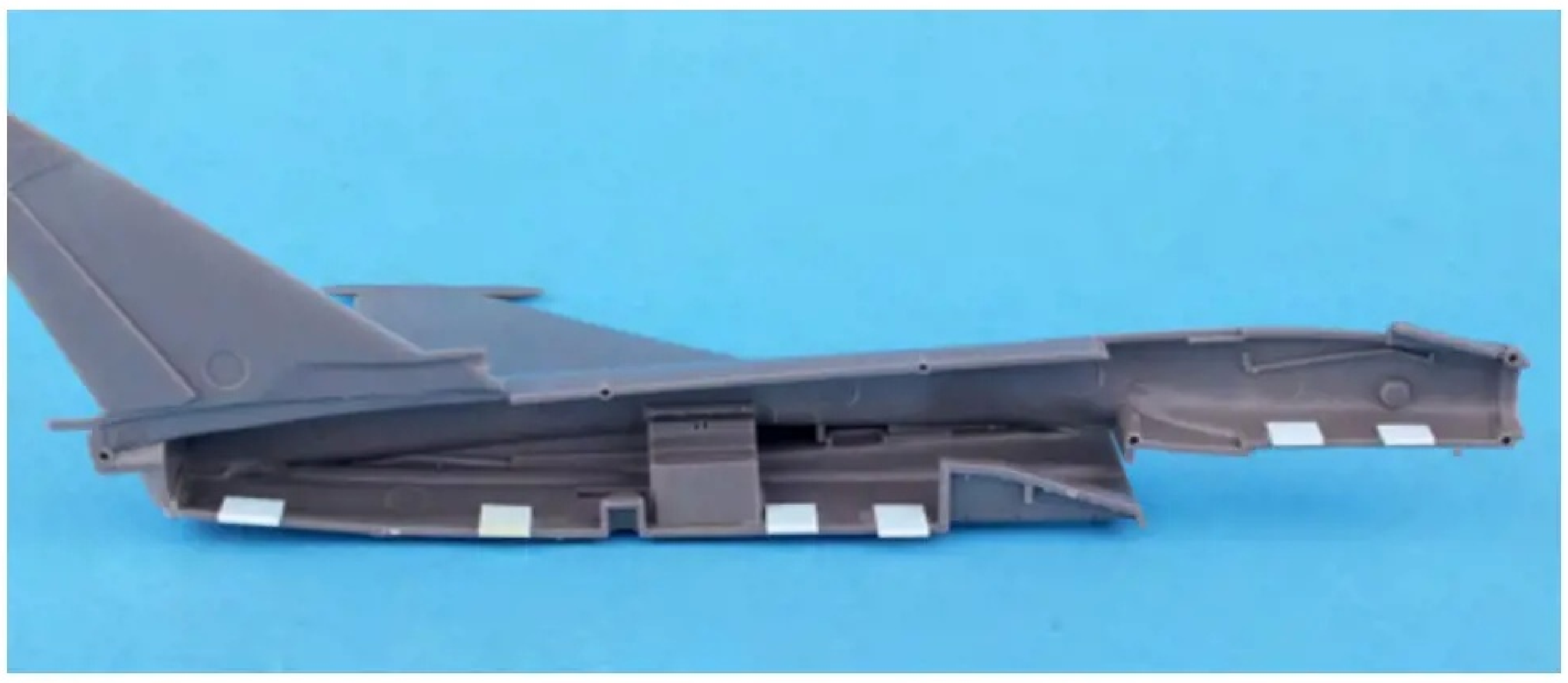
▲ Not your usual starting point... the first stages address assembling each airframe half – complete with wings. The good news is the fit is just as good as, for example, Airfix's recent 1/48 Sea King and Anson kits.



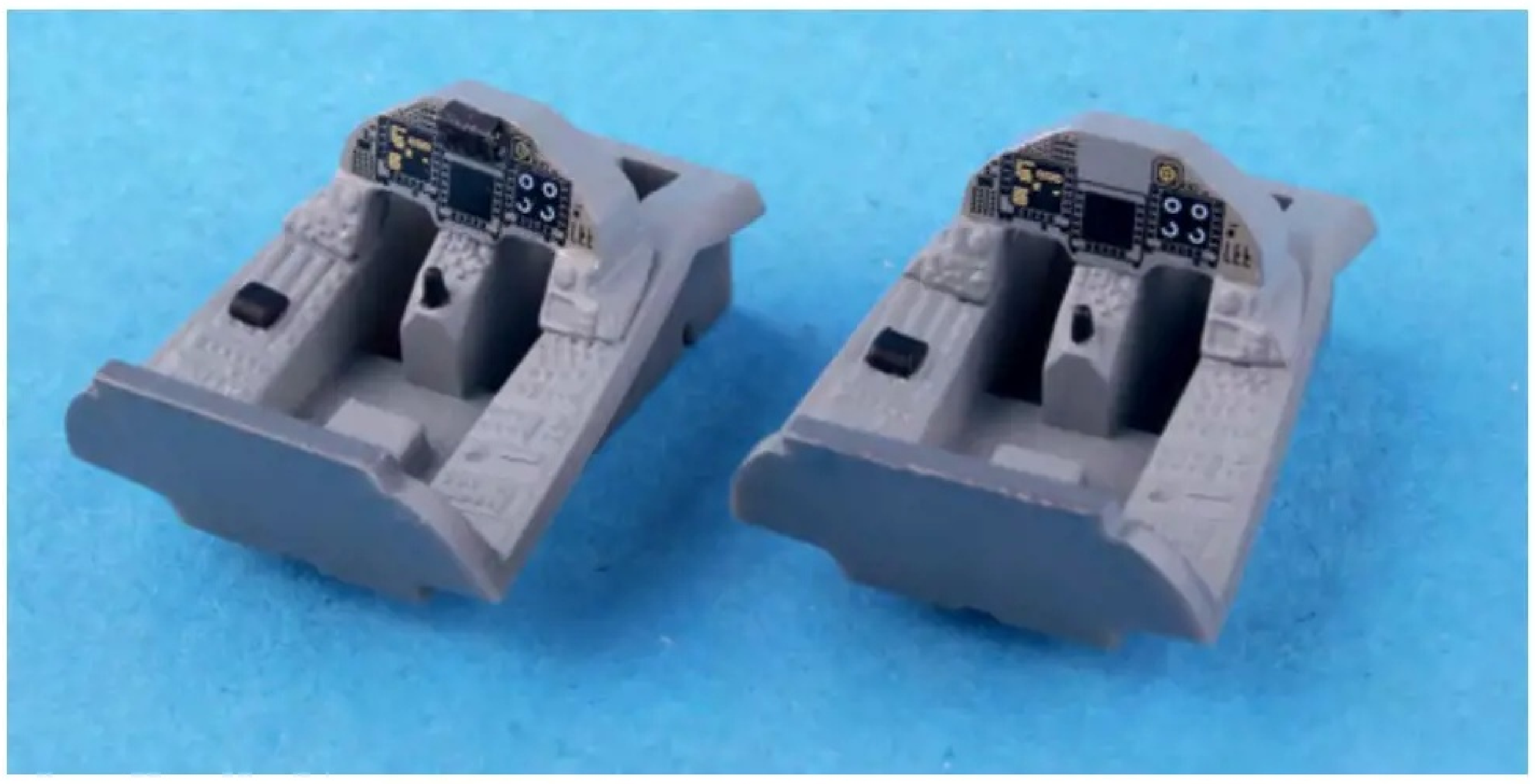
▲ Although parts breakdown is unconventional, there are plenty of alignment aids, such as a location mount (1) for the upper side of the undercarriage bay and an interlocking panel (2).



▲ The upper wing/fuselage join runs along a series of panel lines, so once any adhesive 'ooze' had been sanded, just a hint of acrylic putty was needed to tidy the seams as necessary.



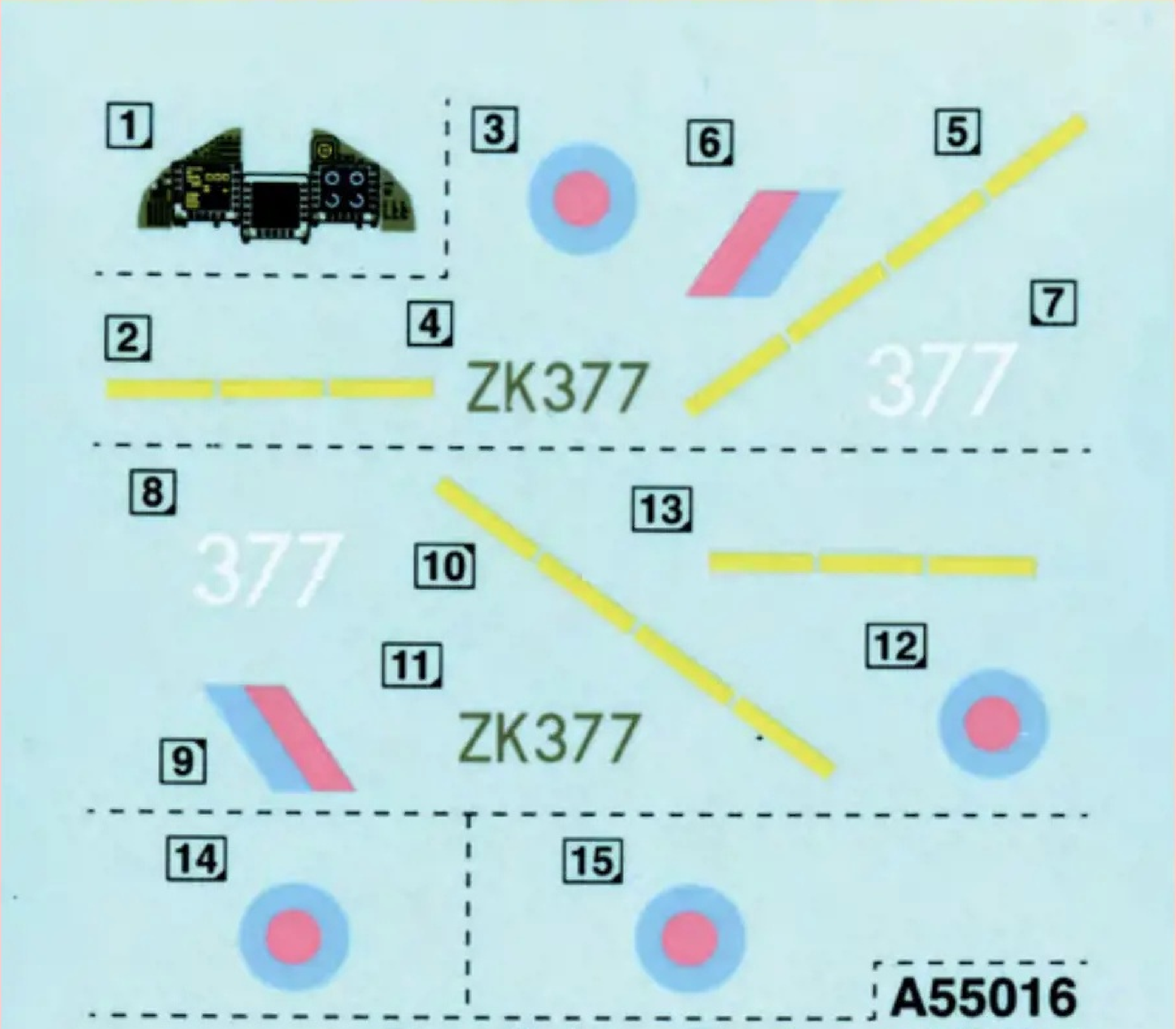
▲ No locating pins are provided for the lower fuselage, so plastic card alignment tabs were added... these actually proved more hindrance than help.

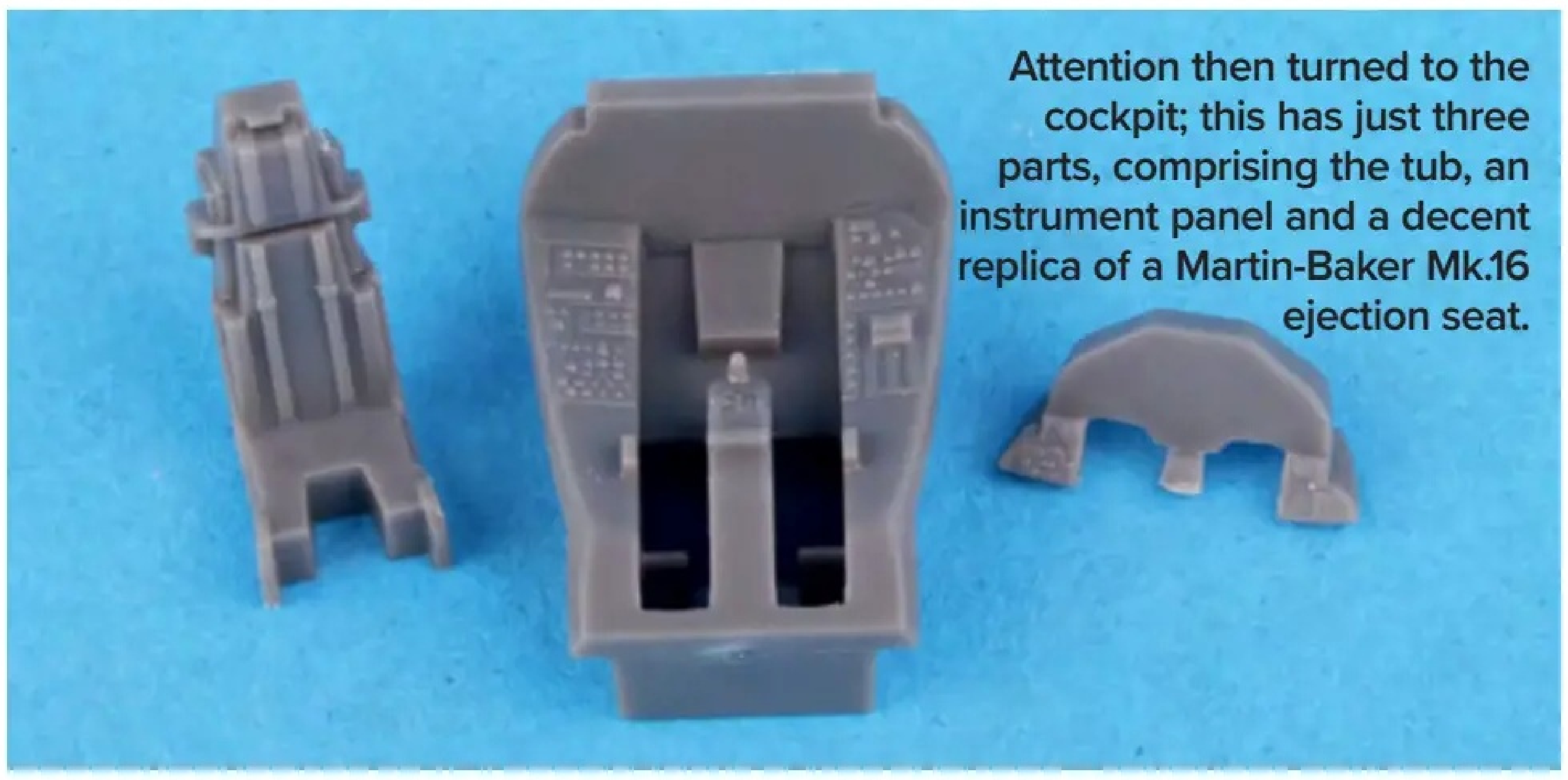


▲ Airfix suggests the cockpit is black, but it actually has several grey tones; the main tub was airbrushed with Mr. Hobby H317 Gray FS 36231 as this seemed a good match to photos, and the instrument panel decal was applied. The second kit was used to trial making a small head-up display controller (left) above the centre display screen.

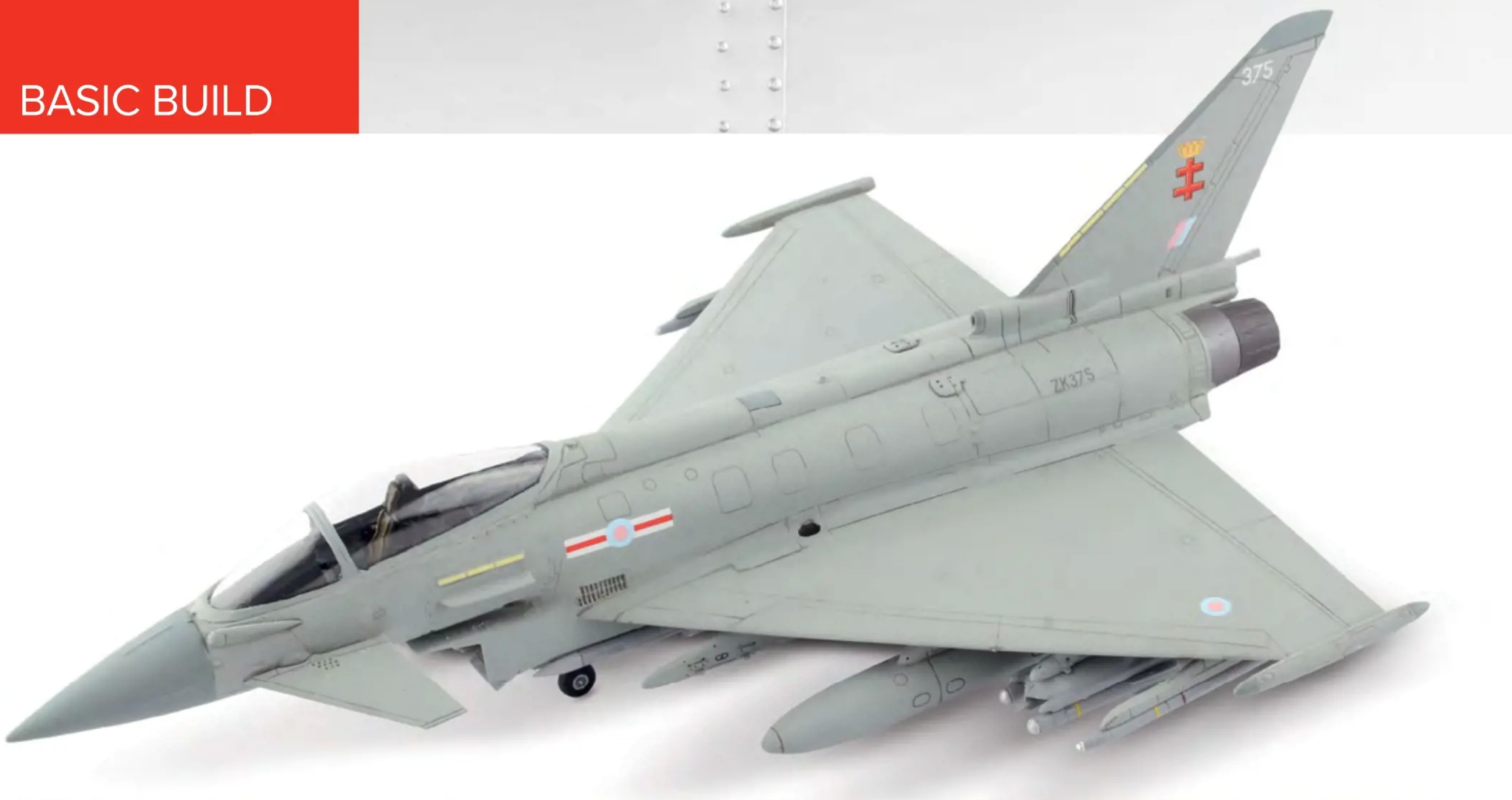
BASIC SCHEME

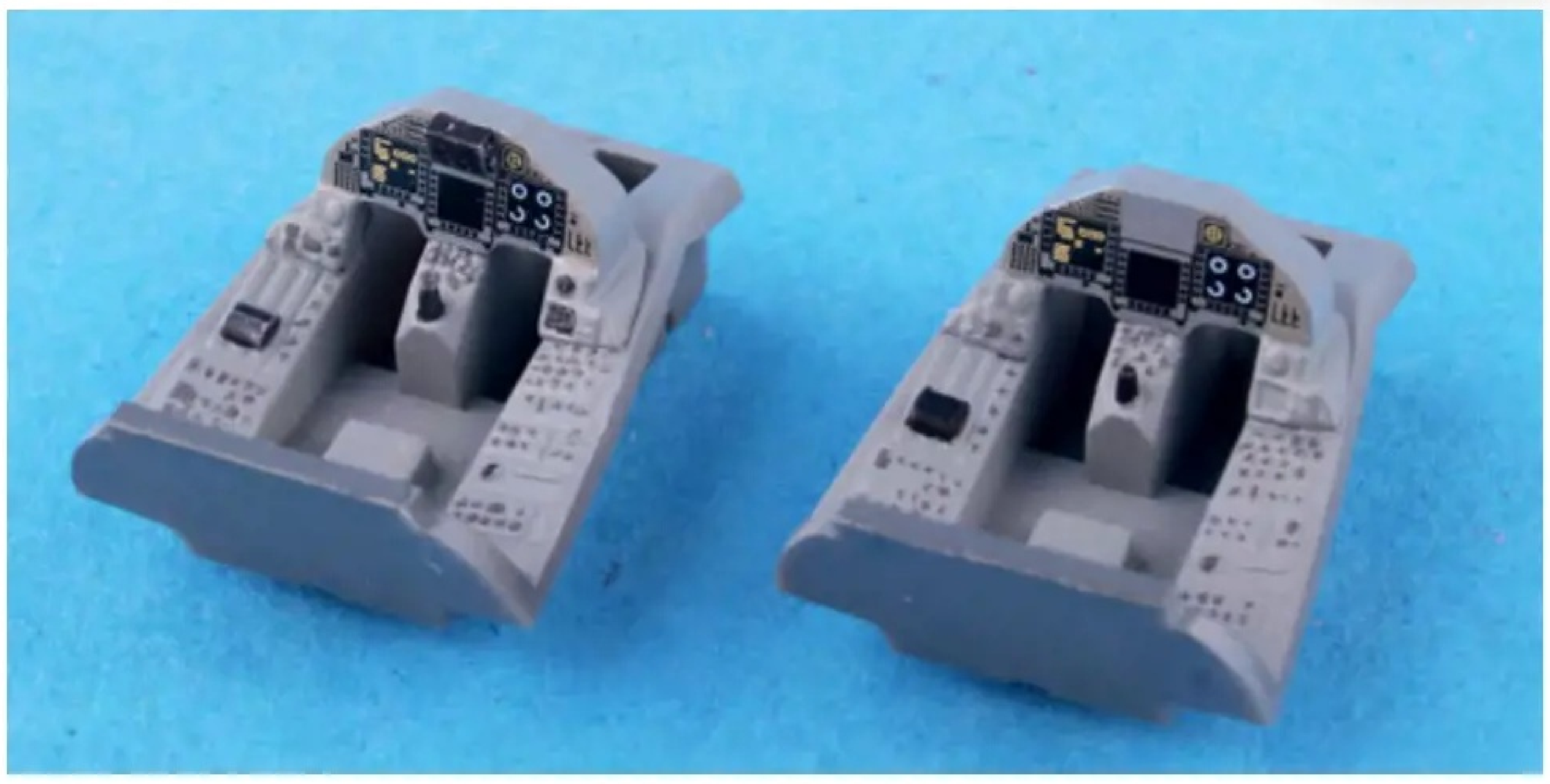
Airfix supplies markings for a single scheme, this depicting ZK377, a 12(B) Squadron airframe, as it appeared at RAF Coningsby in September 2023. It may not be the brightest of liveries, as it even lacks unit markings, but this makes it a simpler option. A decal for the instrument panel is included, as are low-voltage formation light strips. Colours and tonal density are spot on and, as with all recent Airfix decal sheets, they are printed by Cartograf on gloss carrier film.



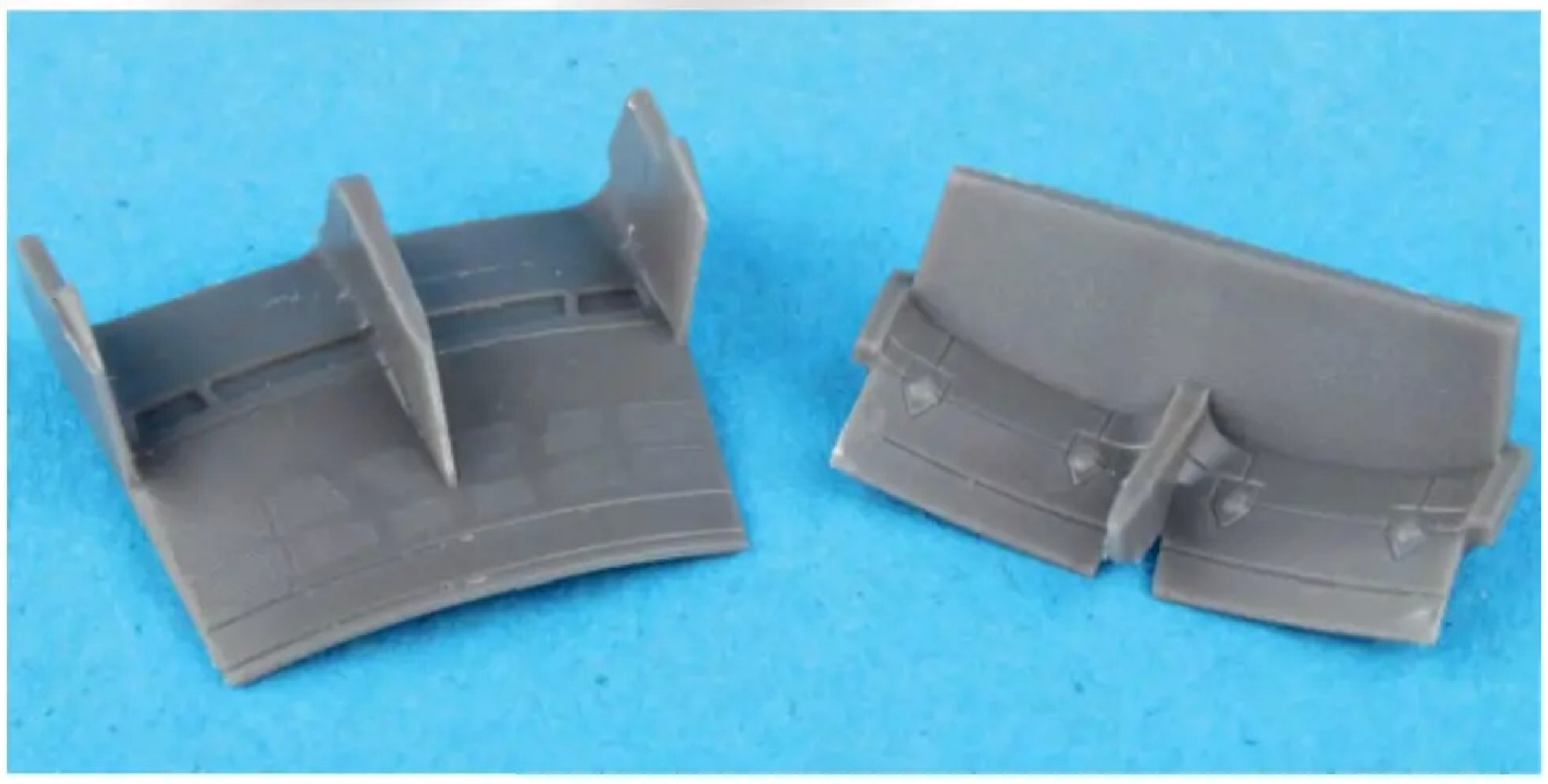


Attention then turned to the cockpit; this has just three parts, comprising the tub, an instrument panel and a decent replica of a Martin-Baker Mk.16 ejection seat.





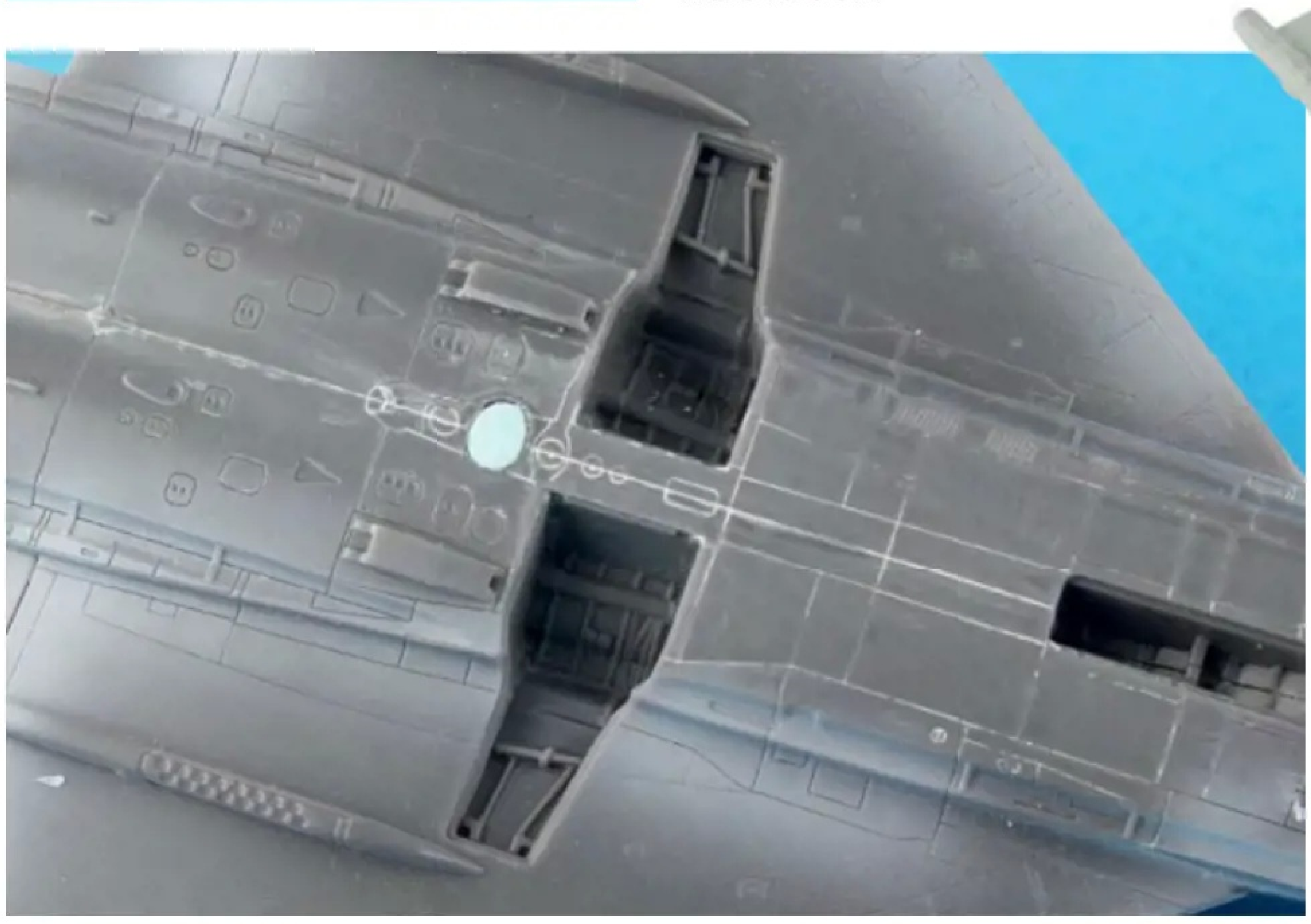
▲ Controls, switches and levers were brush-painted either black or with one of two shades of grey, created by mixing different amounts of Humbrol 34 White and 33 Black, both being matt shades.



▲ The intake was next; this is a two-piece unit, with a blanking plate at the rear, while the grille-like structure on the upper boundary layer separation plate is well rendered.

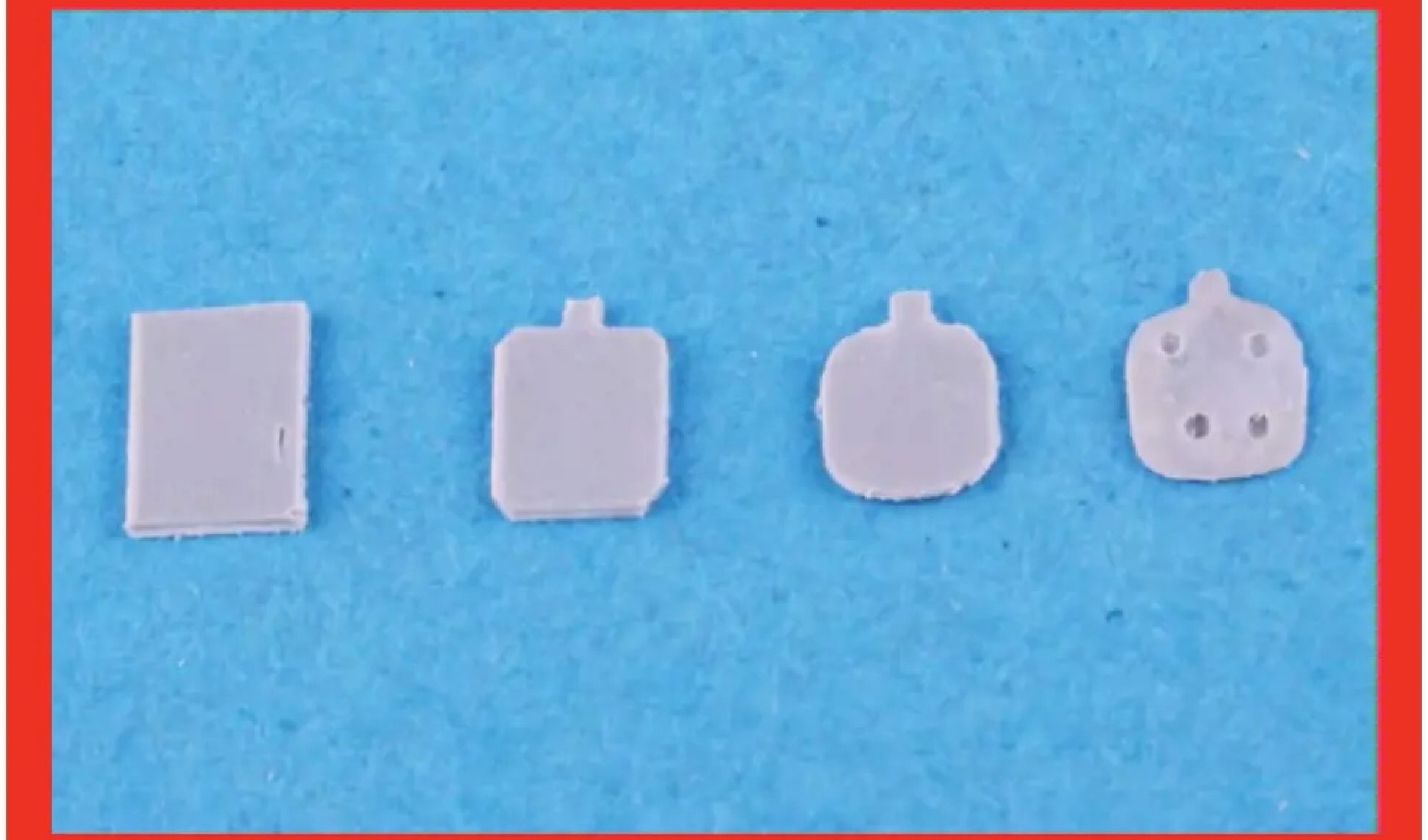
◀ Both parts were airbrushed with C334 Barley Gray BS4800/18B21, with the blanking plate hand-painted in matt black.

▼ The second model would have extended undercarriage, so the doors were left off.



TRANCHE TWEAKS

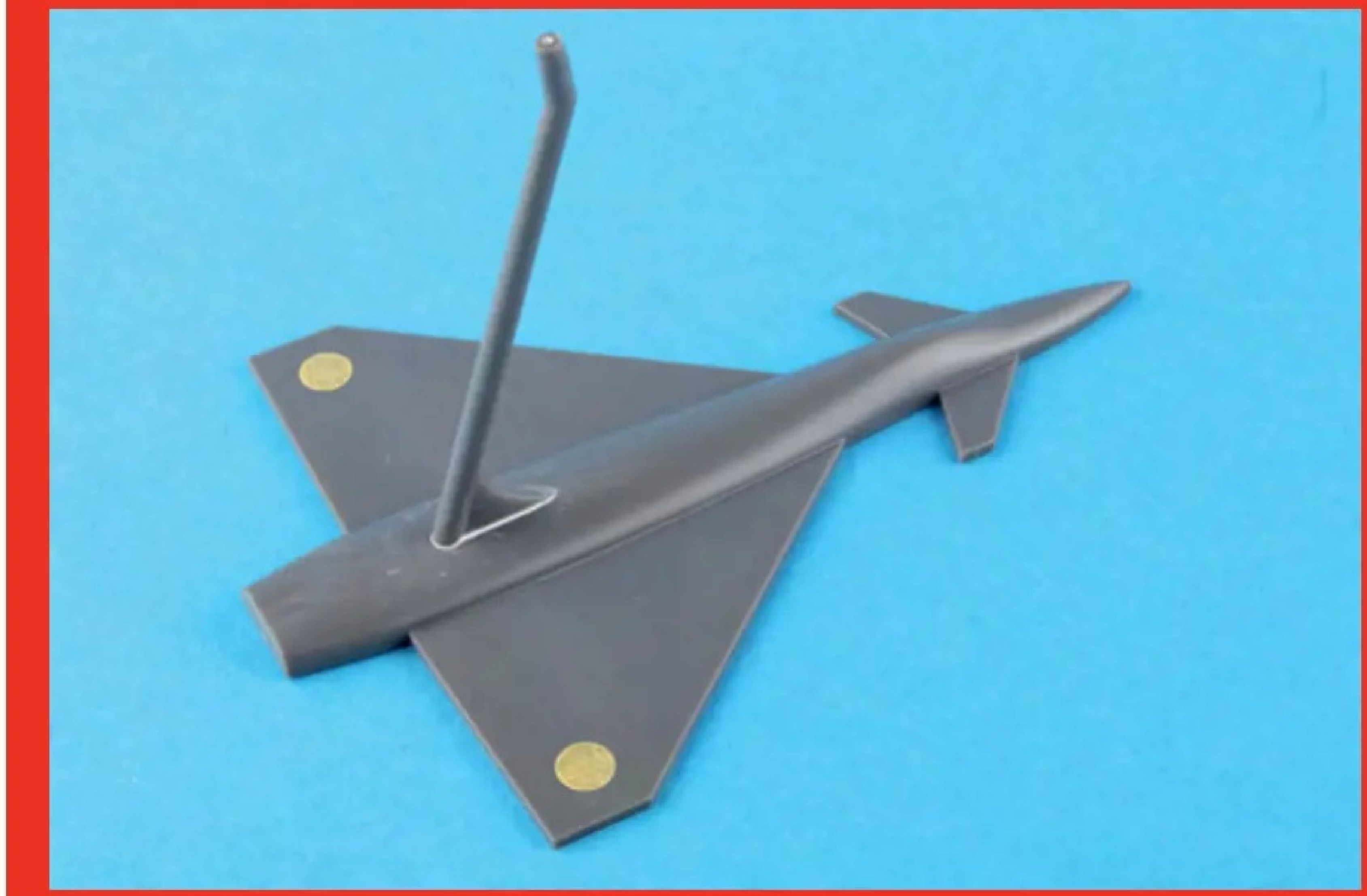
While researching the two chosen airframes, it became apparent that both were Tranche 3 Typhoon FGR.4s. Reference photos showed both machines had a 'bump' on the rear upper fuselage; these are fairings covering the attachment points for the intended conformal fuel tanks (since cancelled). You don't have to include these on your build, but I'm a glutton for punishment...



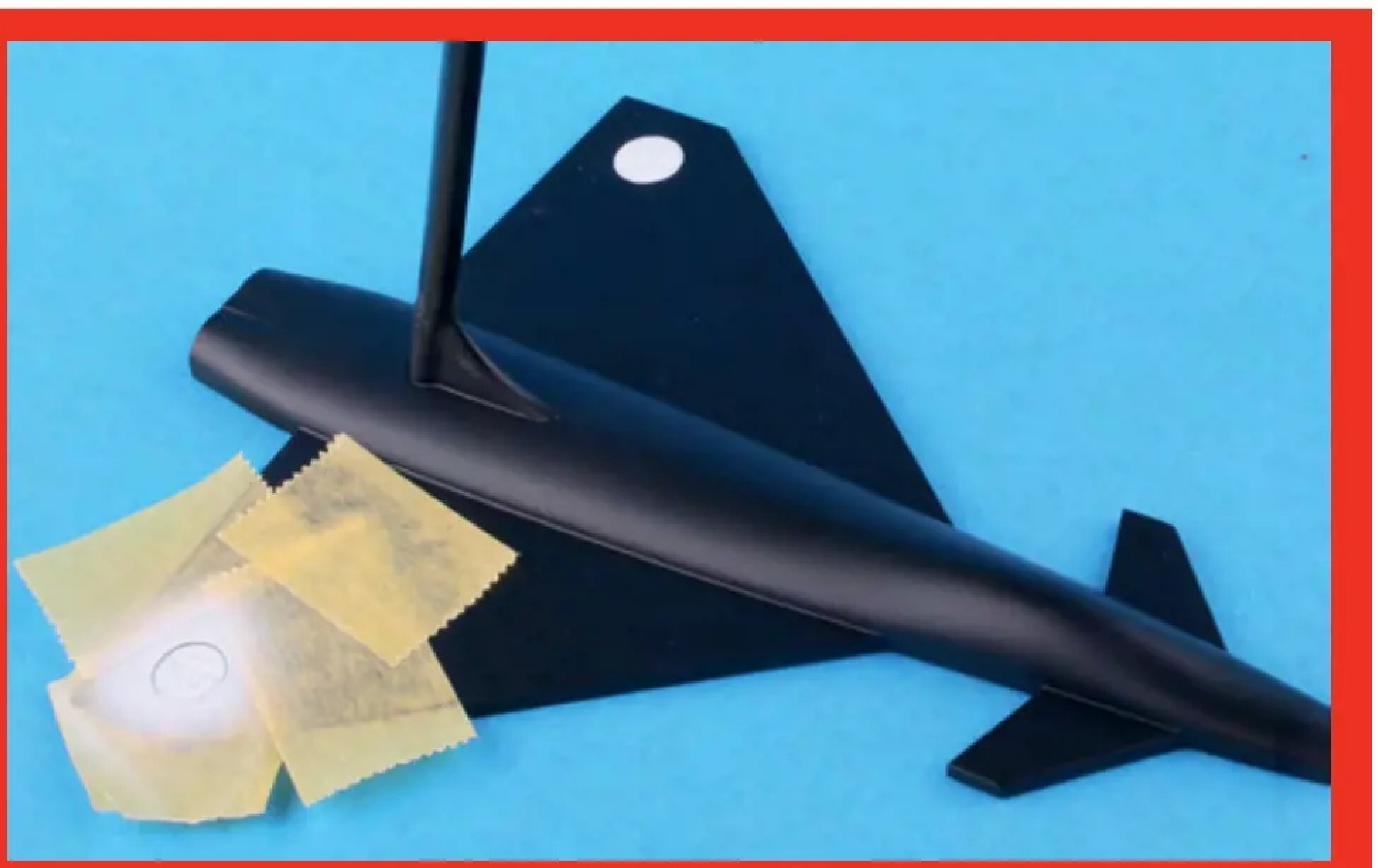
After checking reference photos, pieces of 20-thou (0.5mm) plastic card measuring 4 x 5.5mm were cut. Each then was trimmed to allow for a 1mm-long 'prong' and the corners cropped, before they were sanded to produce rounded corners and a domed profile. Last, four 0.6mm holes were drilled to match photos.

TAKE A (DISPLAY) STAND

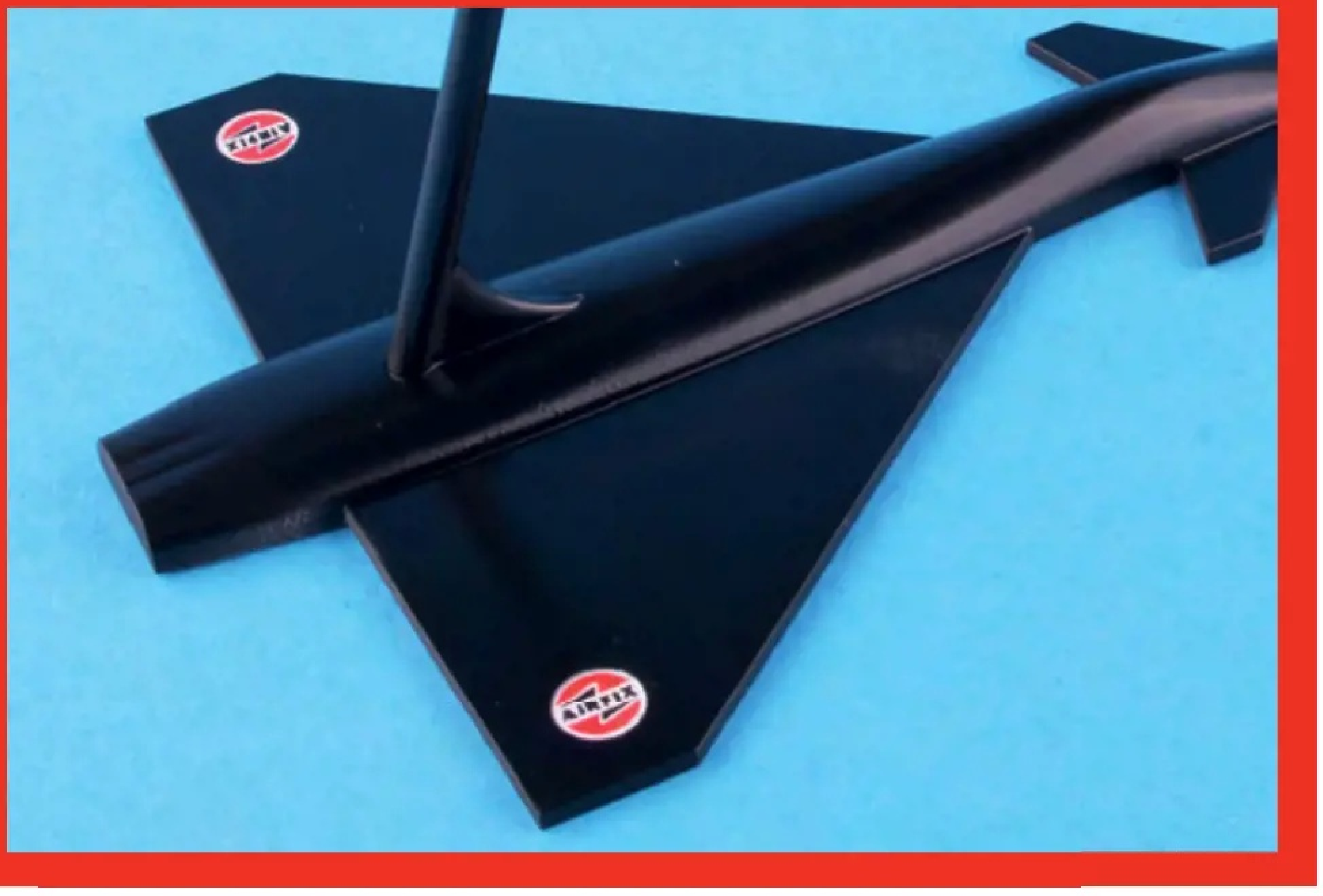
Airfix's use of a silhouette stand for each of its aircraft Starter Sets is a great way of displaying the finished model, regardless of whether it's built in flying or landed configuration. However, on examining the baseplate, with its Airfix logos on each wing, it was decided to try and paint these to match the boxtop, to add a little extra colour to the display.



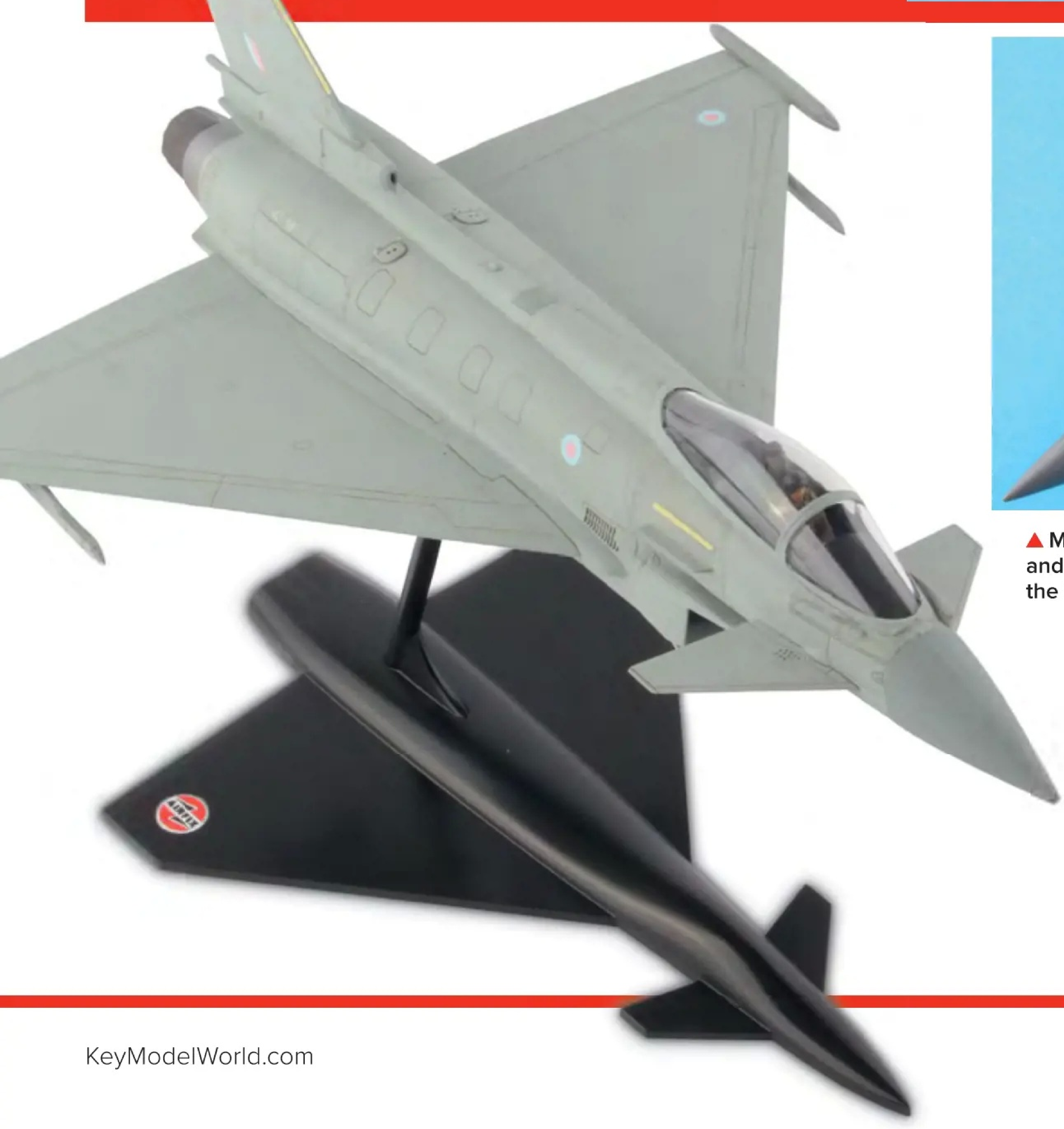
▲ The two stand parts were simple to join, although a gap was noted around the support, so this was treated with Vallejo's 70.401 Plastic Putty, with any excess removed via a dampened cotton bud. The logos were then measured and two 8mm tape discs were created with a compass cutter.



▲ After a grey primer, the stand was airbrushed with LP-5 Semi Gloss Black; once dry, the left-over tape from the logo masks (with a neat 8mm hole already cut) were used to mask the previously unpainted areas, with extra tape to prevent overspray, these receiving Tamiya XF-2 White.

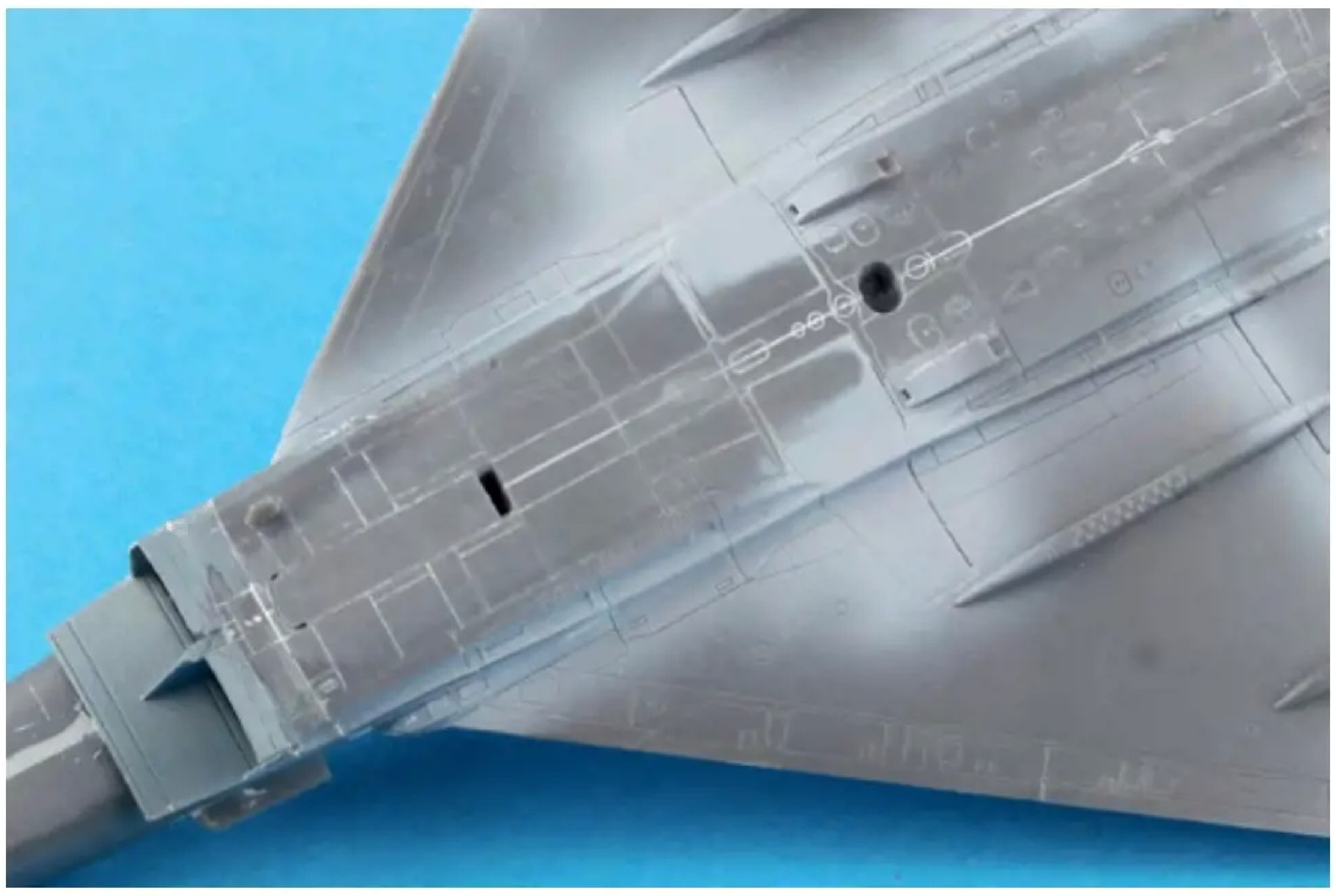


▶ With the masking removed, it was time to don the magnifier lenses and start to carefully brush paint the logos. The red was tackled first, using LP-50 Bright Red, after which slightly diluted 33 Black acrylic was employed for the lettering and flashes.

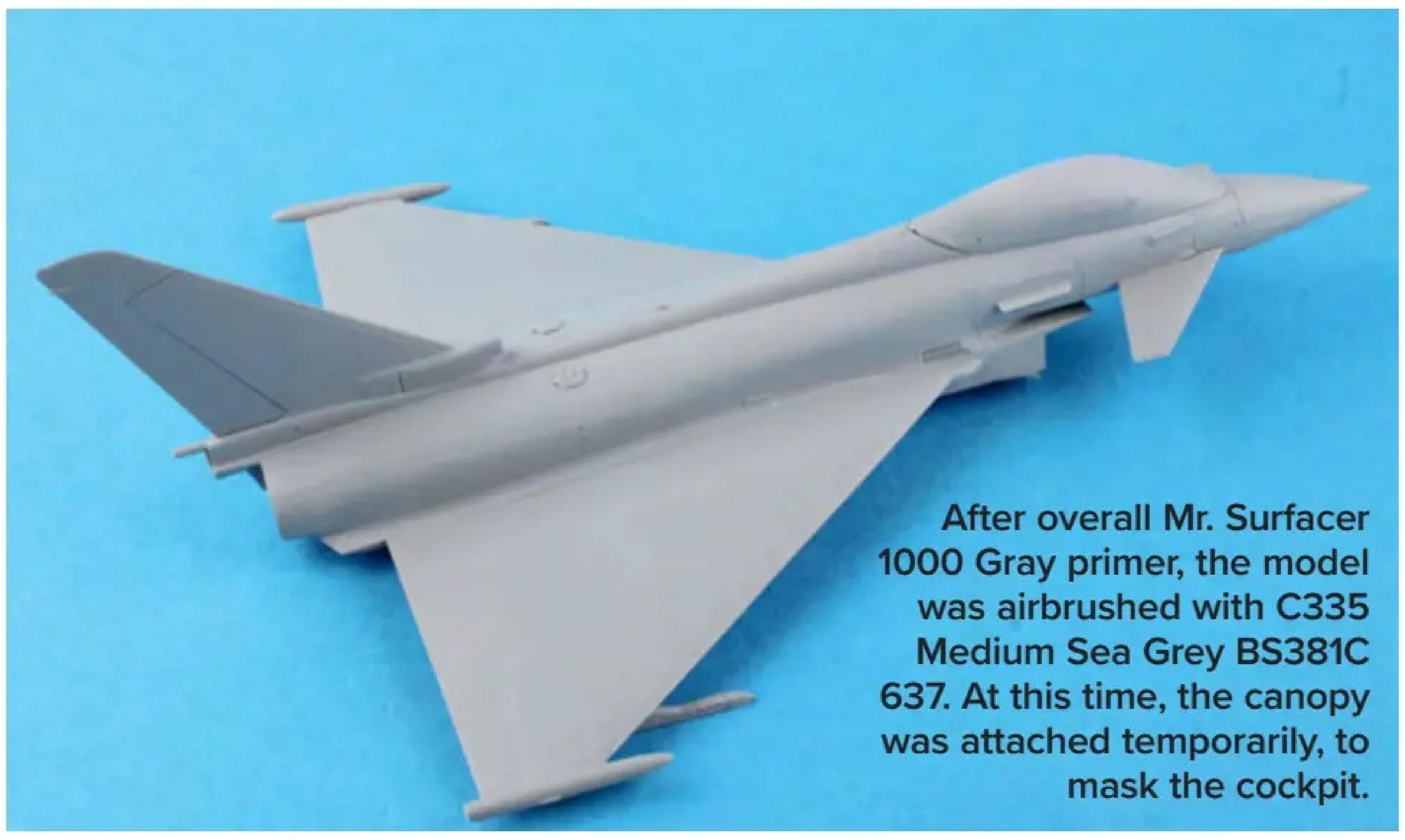


▲ Minimal filler was needed... just a small amount on the coaming and fuselage spine. The latter should be adjusted so any gap is at the front, as this makes fitting the canopy easier.

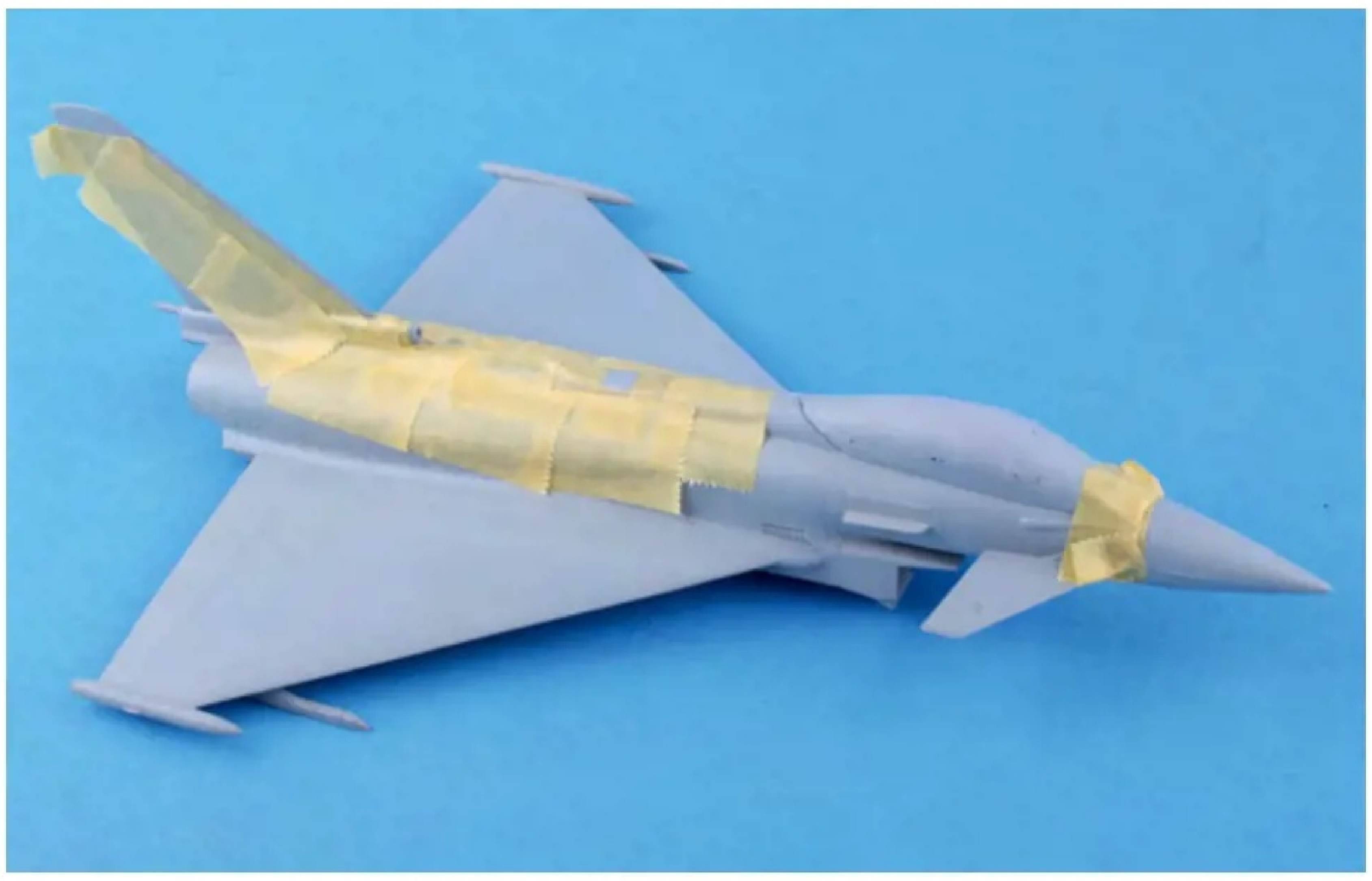
> **"Building Airfix's 1/72 Eurofighter Typhoon FGR.4 was *fun*"**



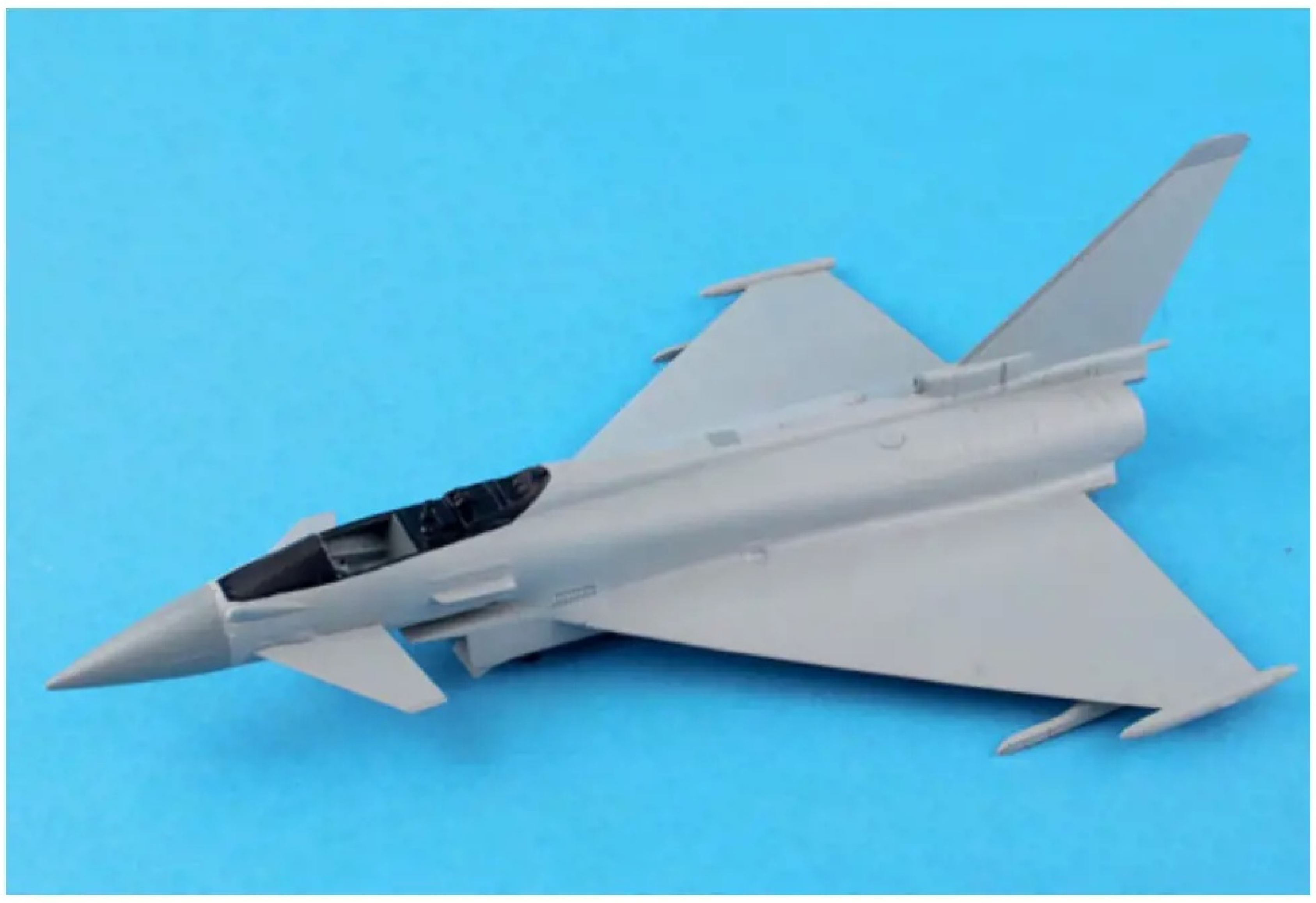
▲ The first model would have the wheels raised, so the doors were attached at this stage - note, a gap does exist for the nosewheel door on the real aircraft.



After overall Mr. Surfacer 1000 Gray primer, the model was airbrushed with C335 Medium Sea Grey BS381C 637. At this time, the canopy was attached temporarily, to mask the cockpit.

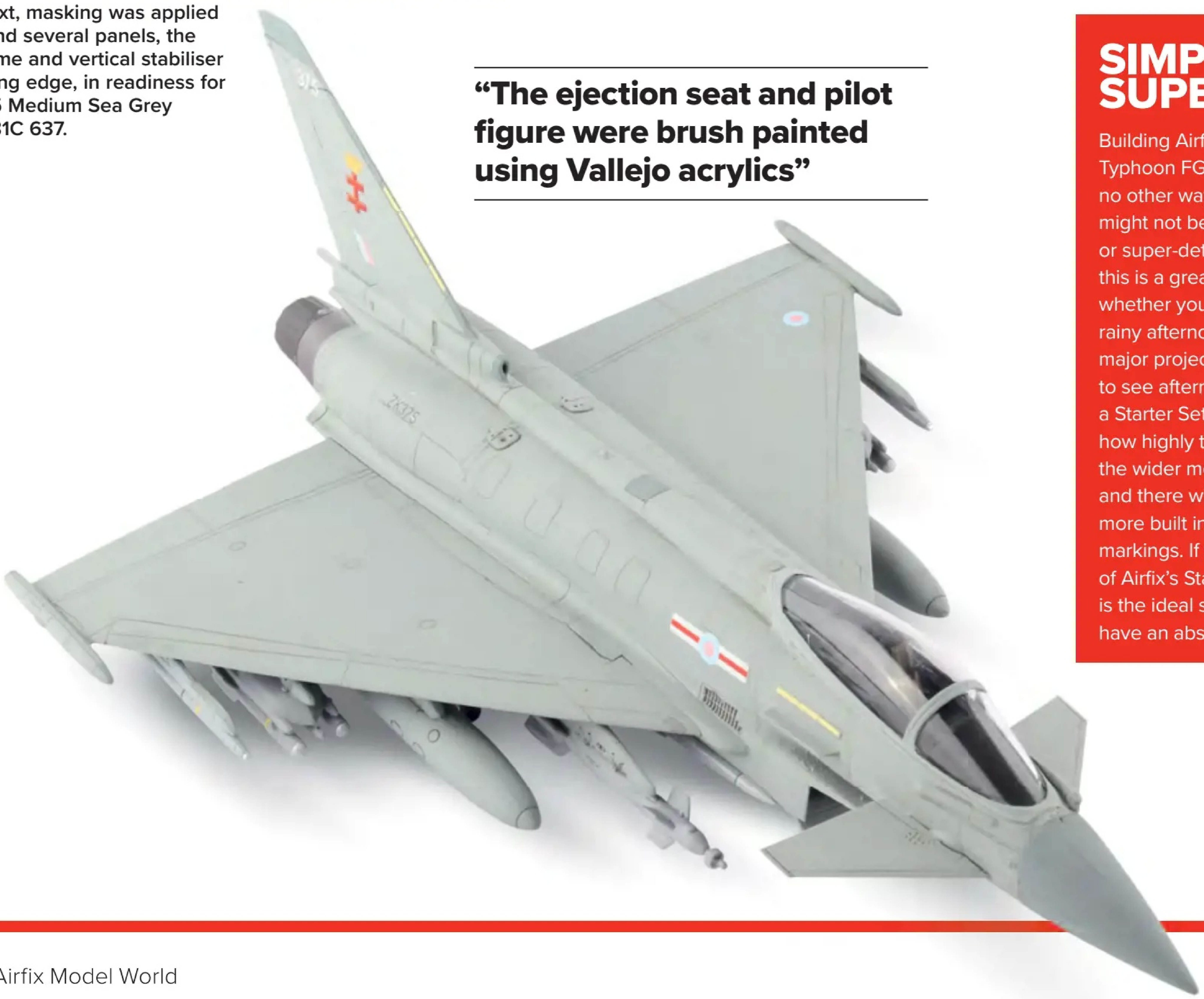


▲ Next, masking was applied around several panels, the radome and vertical stabiliser leading edge, in readiness for C335 Medium Sea Grey BS381C 637.



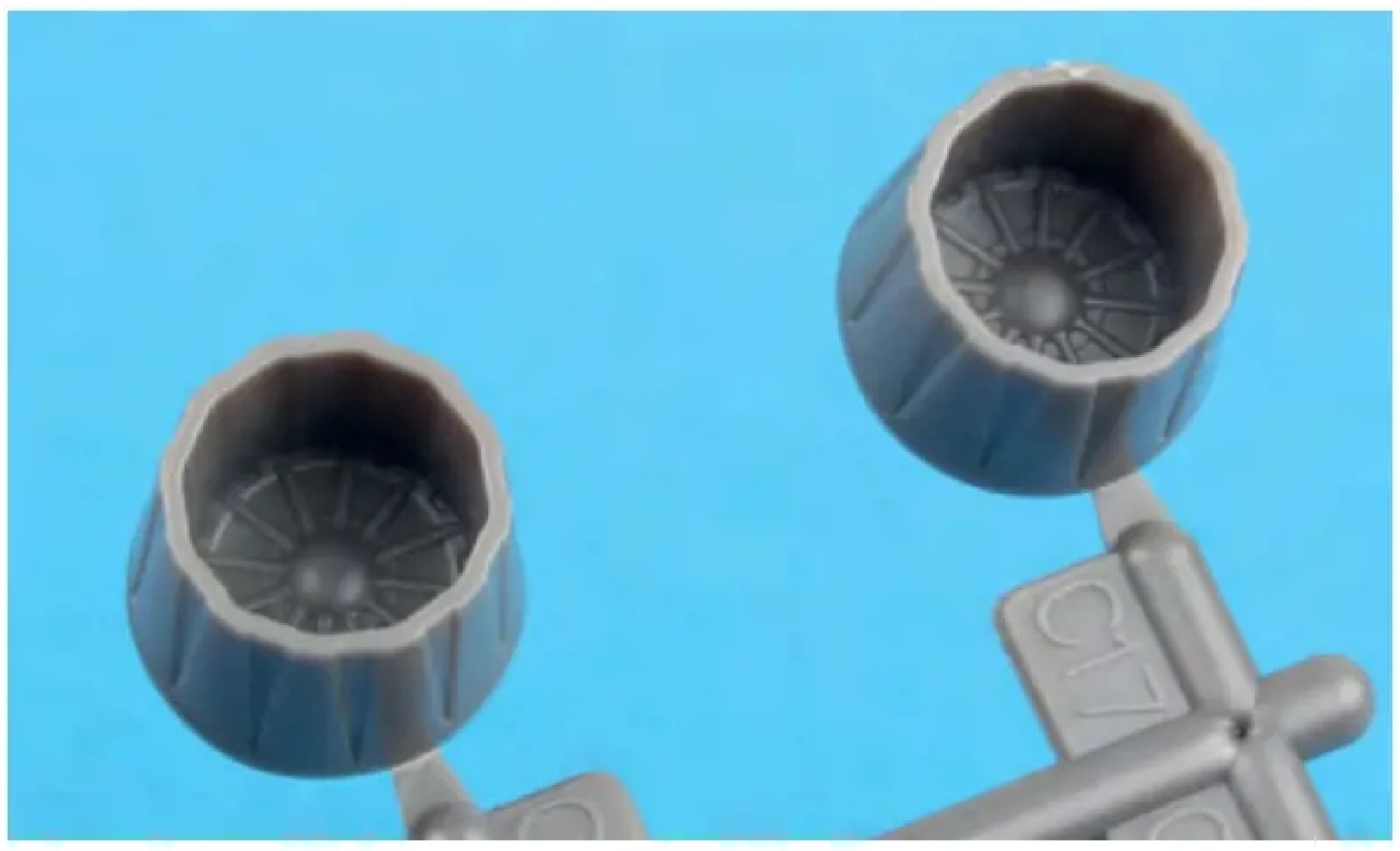
▲ Once dry, the cockpit was unmasked and the coaming and rear decking were brush-painted 33 Matt Black.

> “The ejection seat and pilot figure were brush painted using Vallejo acrylics”

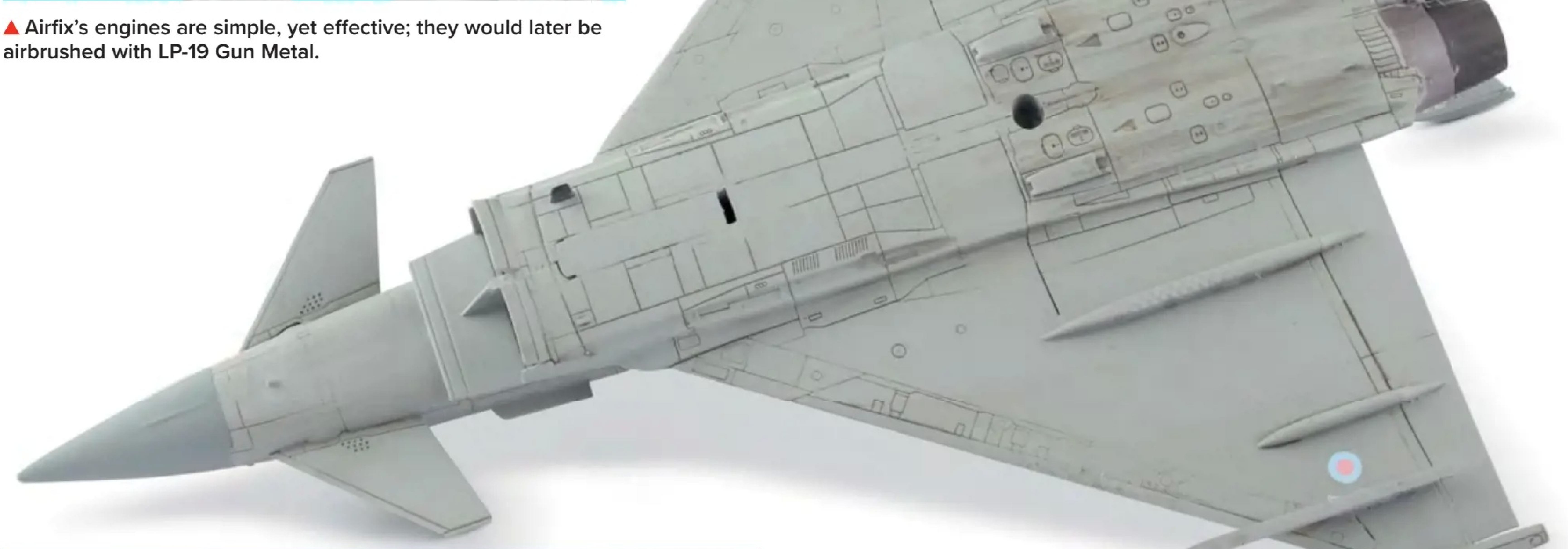


SIMPLE, YET SUPERB

Building Airfix’s 1/72 Eurofighter Typhoon FGR.4 was *fun*, there’s no other way to describe it; there might not be a Tamiya-like fit, or super-detailed surfaces, but this is a great kit, regardless of whether you’re building it on a rainy afternoon or making it a major project. Although it’s a first to see aftermarket accessories for a Starter Set, it just goes to show how highly the kit is regarded in the wider modelling community, and there will likely be one or two more built in various squadron markings. If you haven’t tried one of Airfix’s Starter Sets before, this is the ideal subject – go on, you’ll have an absolute blast!



▲ Airfix's engines are simple, yet effective; they would later be airbrushed with LP-19 Gun Metal.



The rear fuselage received LP-20 Light Gun Metal and LP-38 Flat Aluminium to match reference photos, after which Airfix's decals were applied. These settled well onto the model's surface.

MATERIALS AT A GLANCE

Abtailugn502 (www.ak-interactive.com)
ABT510 Starship Filth

AMMO (www.migjimenez.com)
A.MIG-2031 Ultra Glue

Alclad (www.alclad2.com)
ALC-310 Klear Kote Gloss
ALC-314 Klear Kote Flat
ALC-600 Aqua Gloss Clear

Daler-Rowney (www.daler-rowney.com)
Burnt Umber
Titanium White

Humbrol (https://uk.humbrol.com)
33 Black
34 White

Mr. Color/Hobby (www.albionhobbies.com)
C308 Gray FS 36375
C335 Medium Seagray BS381C 637
C334 Barley Gray BS4800/18B21
H317 Gray FS 36231
H325 Gray FS 26440
Mr. Surfacer 1000 Gray

Tamiya (www.hobbyco.net)
LP-5 Semi Gloss Black
LP-19 Gun Metal
LP-20 Light Gun Metal
LP-38 Flat Aluminium
LP-50 Bright Red
XF-2 Flat White
XF-85 Rubber Black

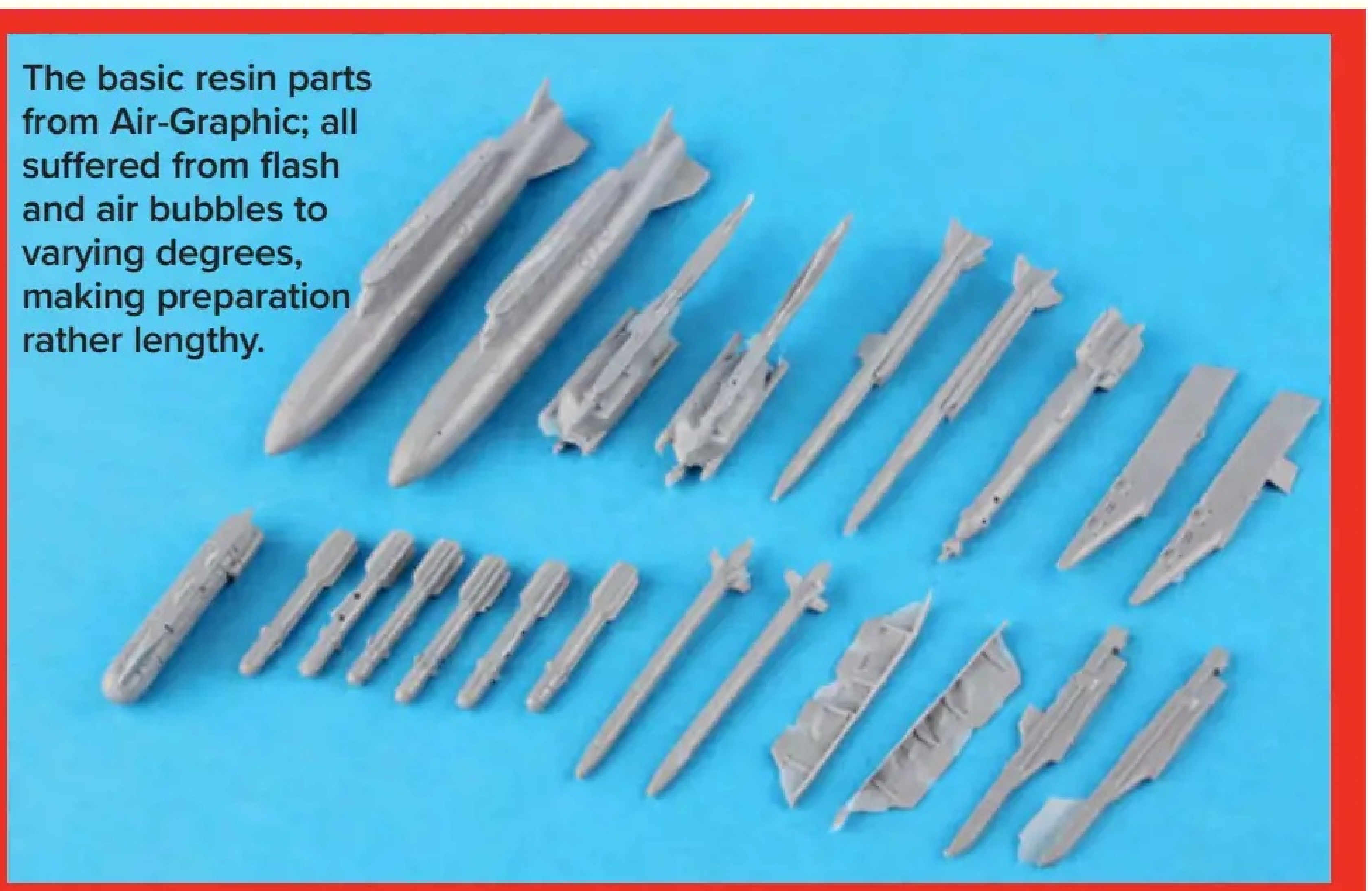
Vallejo (www.creativemodels.co.uk)
Vallejo's 70.401 Plastic Putty

◀ The rear fuselage received LP-20 Light Gun Metal and LP-38 Flat Aluminium to match reference photos, after which Airfix's decals were applied. These settled well onto the model's surface.

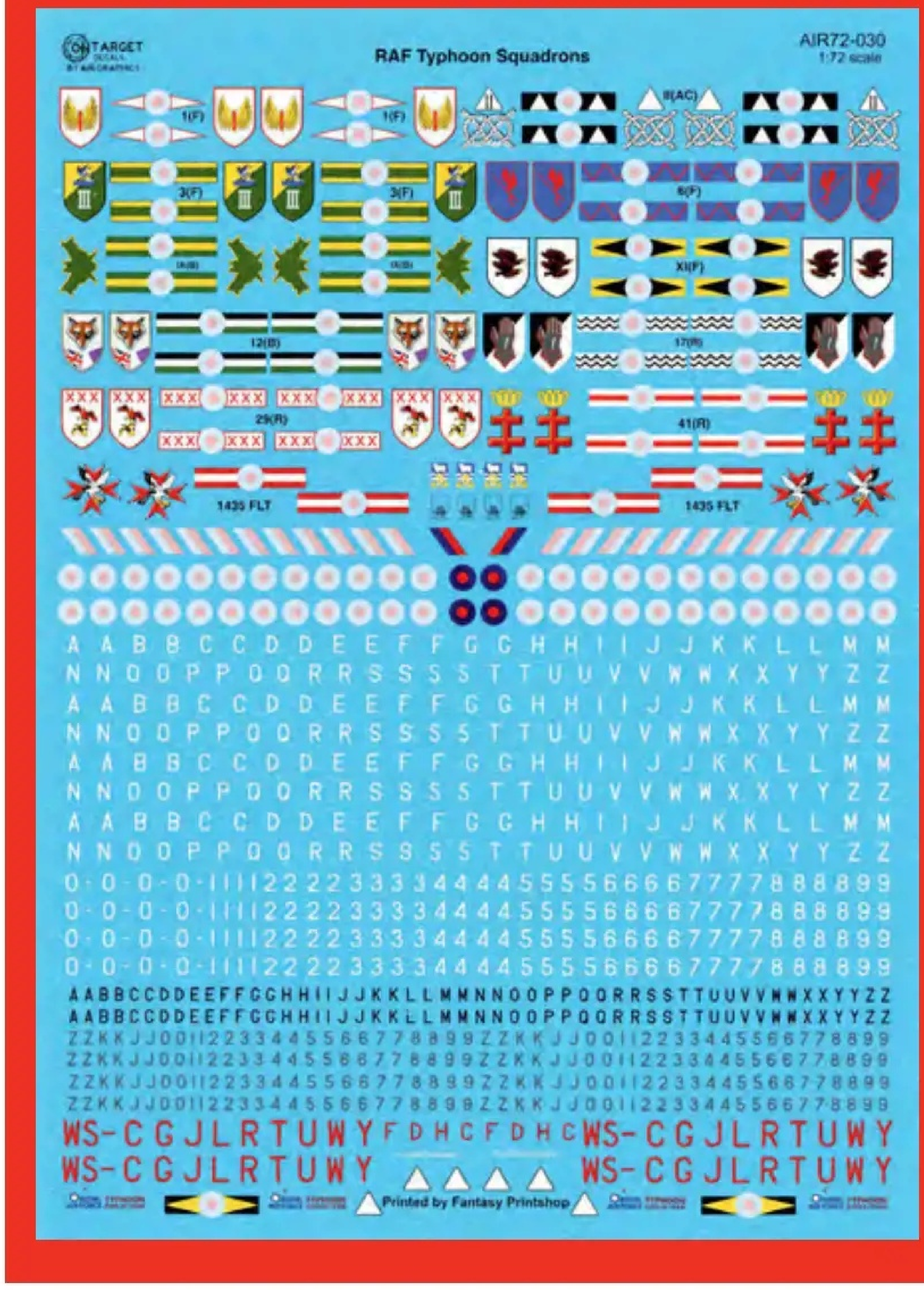
STARTER ACCESSORIES

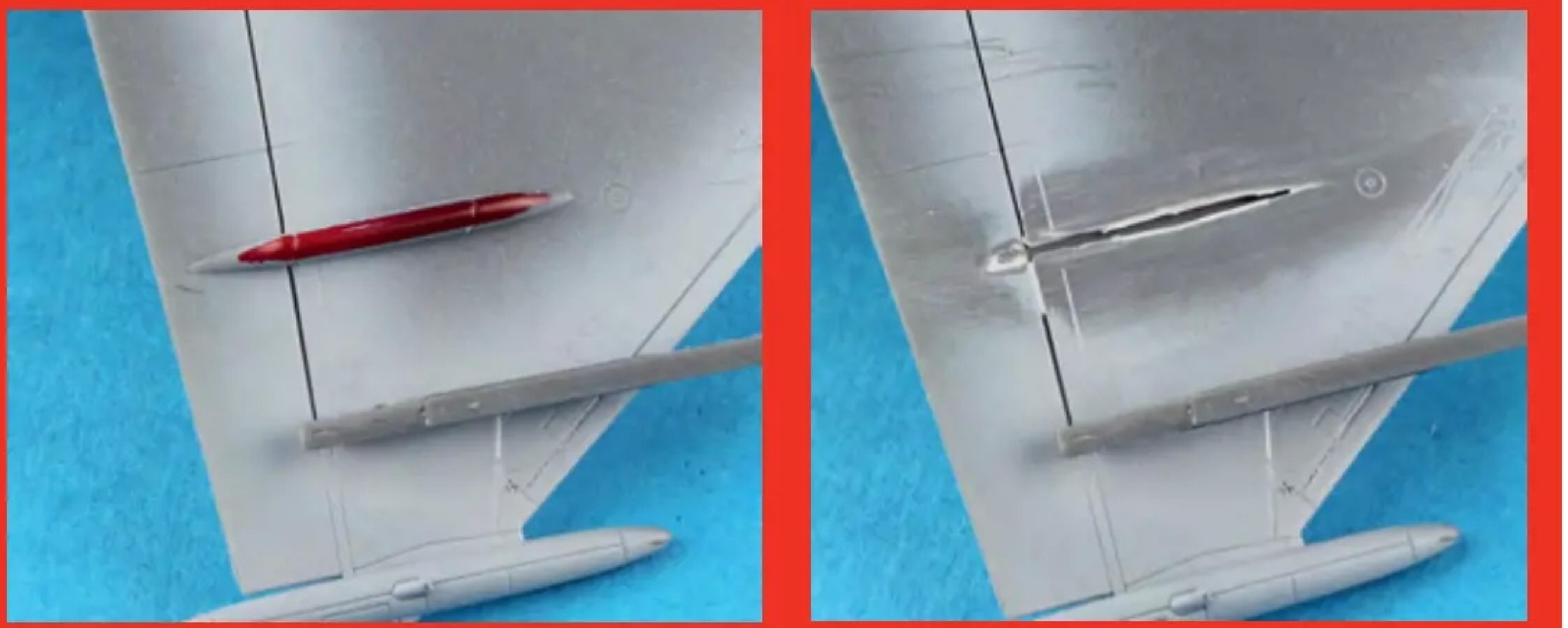
Prior to beginning this project, a set of decals arrived from Air-Graphic, AIR72-030 RAF Typhoon Squadrons Special (see p103 Decals, *AMW*173 April 2025). The temptation to build a second airframe couldn't be resisted, with a 41(R) Squadron airframe (also Tranche 3) selected. The only tricky aspect of this set is the use of generic letters and numbers for the codes and serials, meaning each must be applied individually.

Air-Graphic recently released a RAF Typhoon FGR.4 Op Shader Weapons Set (AIR.Ex-05), ostensibly for Airfix's kit. At £28 it's not cheap, but provides all pylons, plus examples of Meteor, ASRAAM and Brimstone missiles, along with two fuel tanks and a Litening targeting pod. First impressions weren't favourable, though, with this sample suffering badly from flash and air bubbles in the resin... several weapons being considered unusable. The lack of instructions and a colour/markings guide also proved challenging.



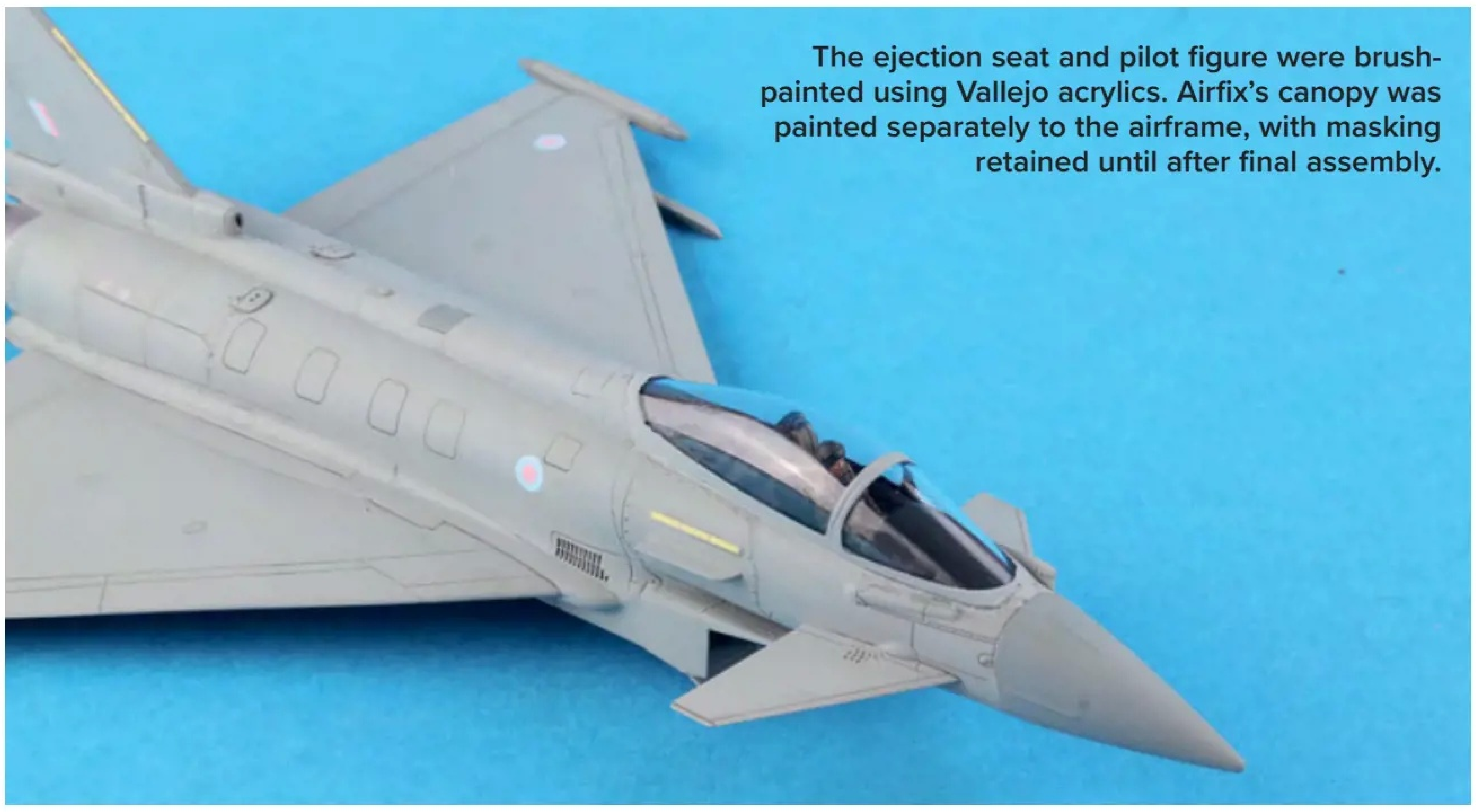
The basic resin parts from Air-Graphic; all suffered from flash and air bubbles to varying degrees, making preparation rather lengthy.





▲ Parts aren't sized for the Airfix kit – a test with Revell and Hasegawa items suggested the latter was probably the best match – and no mention was made of having to remove the aileron actuator fairing for the intermediate pylon.

Pylons and fuel tanks were Barley Grey, with most munitions and Brimstone missile racks being sprayed C308 Gray FS 36375.

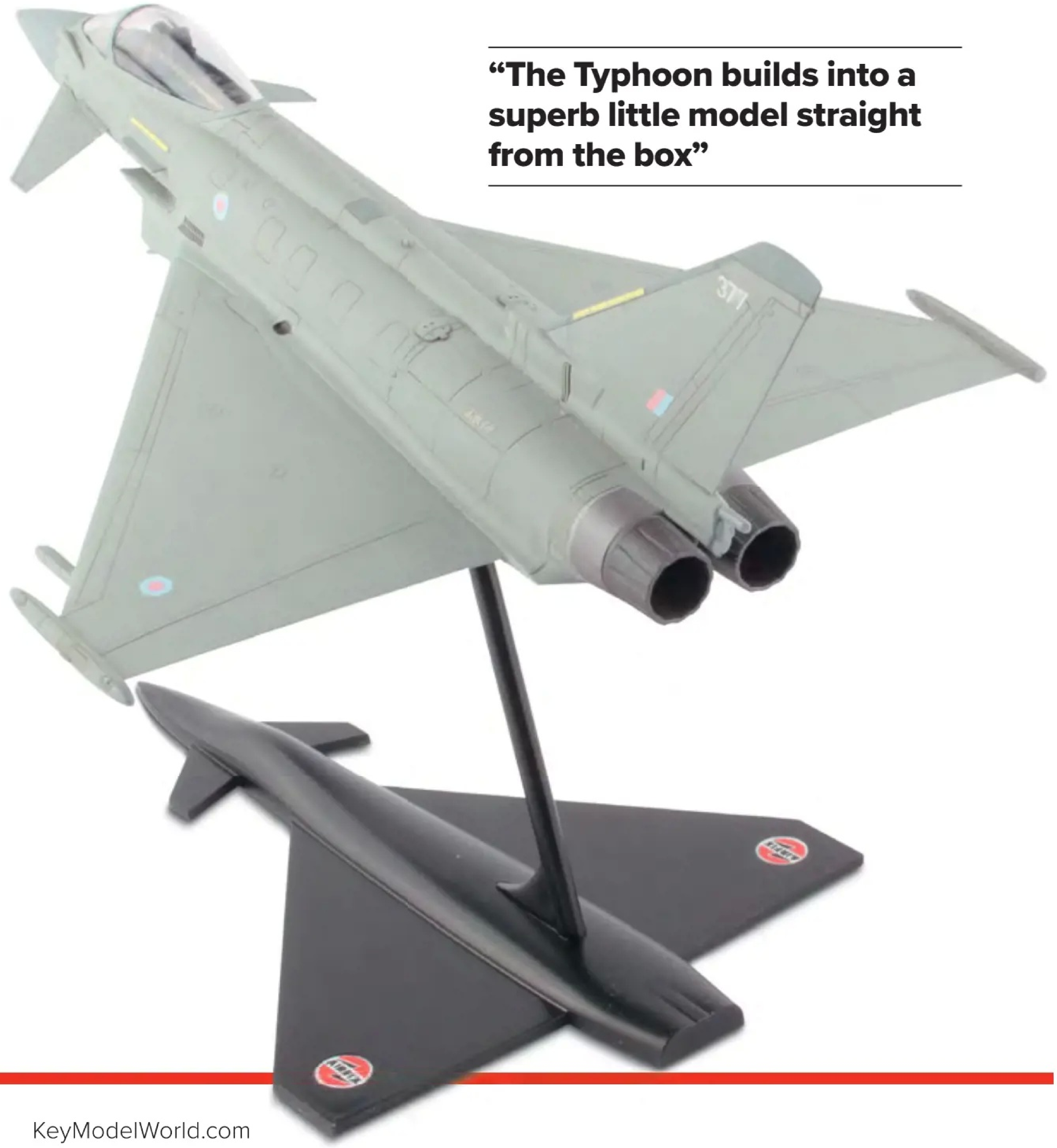


The ejection seat and pilot figure were brush-painted using Vallejo acrylics. Airfix's canopy was painted separately to the airframe, with masking retained until after final assembly.

1/72 F-35B Lightning II (A55010) and has been arguably superseded by the same-scale Eurofighter Typhoon FGR.4 Starter Set.

Released at the beginning of this year, it comprises four styrene runners (one of which is for the signature silhouette display stand) plus a separate one-piece canopy. There are just 43 parts in total, yet this still allows for a choice between raised/lowered undercarriage and, as will be seen here, there's plenty of clever engineering involved, although the component breakdown is rather unusual. The original intent had been to build just a single example, but a combination of wanting to add one or two 'tweaks' and the arrival of an aftermarket weapons set from Air-Graphic resulted in a second kit being acquired and this served as a testbed. It should be stated at the outset that the Typhoon builds into a superb little model straight from the box, and any extra features are offered as a choice.

> **"The Typhoon builds into a superb little model straight from the box"**



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NEWS

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DUAL COMBO
1/72
MiG-21bis

We investigate Eduard's new 1/72 dual combo boxing of its 1/72 MiG-21 *Fishbed* parts, now available with fresh colour schemes and in 'bis' format. Other items covered this month include Blackbird Models' new RAF early-war decals, for types such as the Spitfire, Hurricane, Hampden and Whitley. There's also the release of 1/72 3D-printed F-4 Phantom exhausts by ResKit, plus two fresh 1/48 Bristol Beaufort boxings by fellow Ukrainian firm ICM. We also herald the reissue of Airfix's 1/48 Fairey Gannet as a COD.4 sub-type... and much more besides.

AV-8B HARRIER II PLUS

NEW RELEASES AND REISSUES

Tamiya's 1/35 French H39 tank, Heller's all-new 1/72 E-2C Hawkeye and the UMa Model 1/48 AV-8B Plus are among fresh toolings to hit our desk. Also examined are Special Navy's new-tool 1/72 Kriegsfischkutter, Hangar 74's 1/144 resin USAF Tab-Vee Hardened Aircraft Shelter, and the Special Hobby 1/72 German Rheinbote rocket... a first in styrene for this scale. Modellers may spot favourites in the new crop of reissues received for appraisal, such as CMR's 1/72 A-8 Shrike, Airfix's Me 410 with different weapons fit and the Tamiya 1/24 Porsche 962C, plus LF Models' 1/48 Heinkel He 112 in Romanian guise.

BUILD ARTICLES AND TECHNIQUES

Many modellers will eagerly await our completion of Airfix's new-tool 1/72 Westland Wessex HC.2, while Clear Prop's 1/72 DH.88 Comet, Eduard's 1/48 Rufe floatplane and The Tank Museum's 1/35 Matilda Mk.I A11 are all finished in full... as is Revell's 1/144 HMCS *Snowberry* and the 1/48 Ukrainian-marked Su-27UBM from Great Wall Hobby, among other subjects.

ROYAL AIR FORCE

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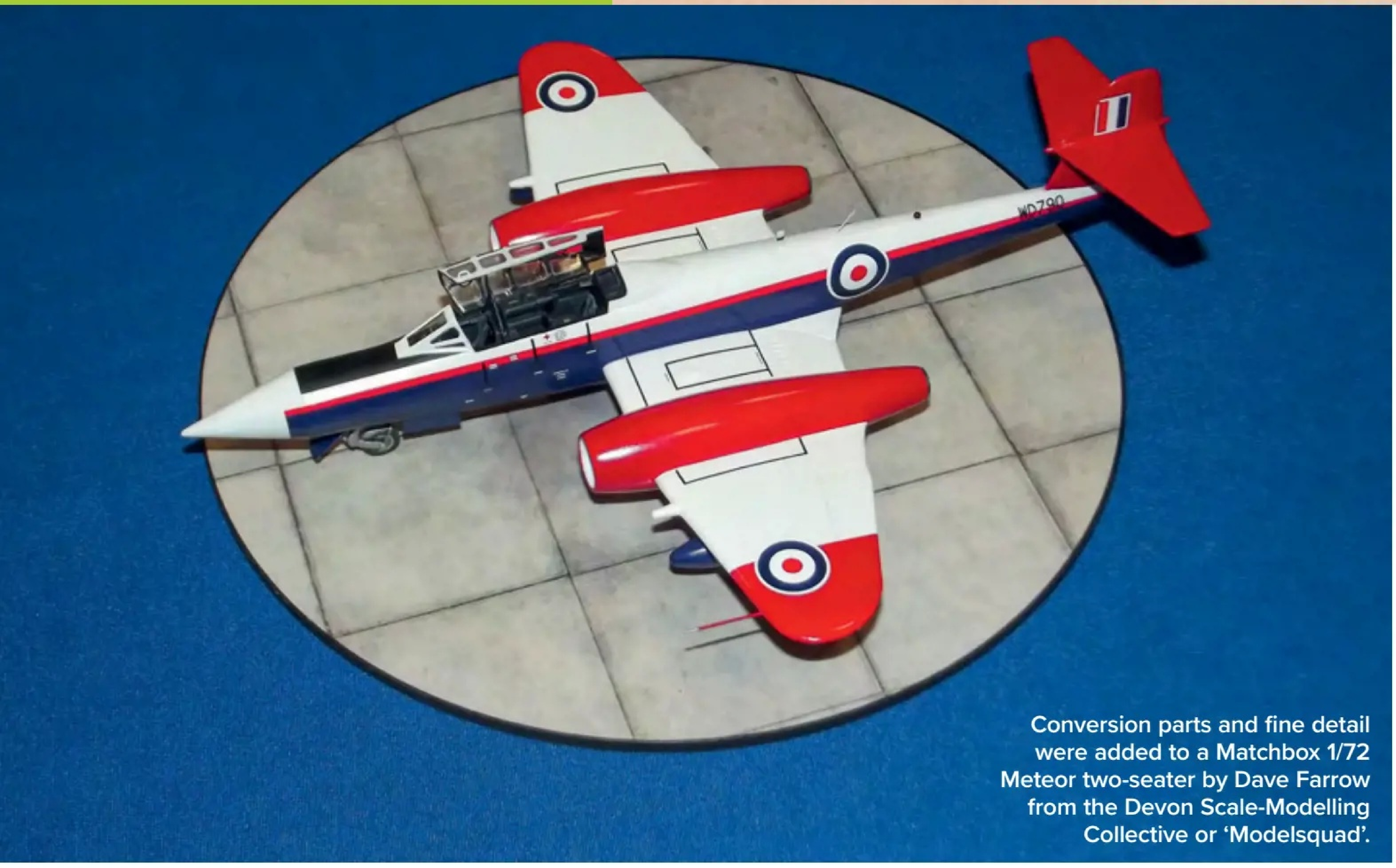
MUSTANG
PART 2: XP-51B THROUGH P-51C
DETAIL & SCALE SERIES
in detail & scale
by Bert Kinzey
and Haagen Klaus
art by Rock Roszak

ACCESSORIES AND REFERENCE

New paint masks in different scales from ASK come under the spotlight, along with CMK's Mk.III(SD) conversion for Airfix's 1/48 Lysander. Useful reference books reviewed include Detail & Scale's new softback on Merlin-engined 'high-back' Mustangs and Valiant Wings' 25th Airframe & Miniature volume – this time on the mighty P-47 – while auto modellers can read about Schiffer's lavish hardback on the Chevrolet Corvette.

For more information please visit

www.keymodelworld.com



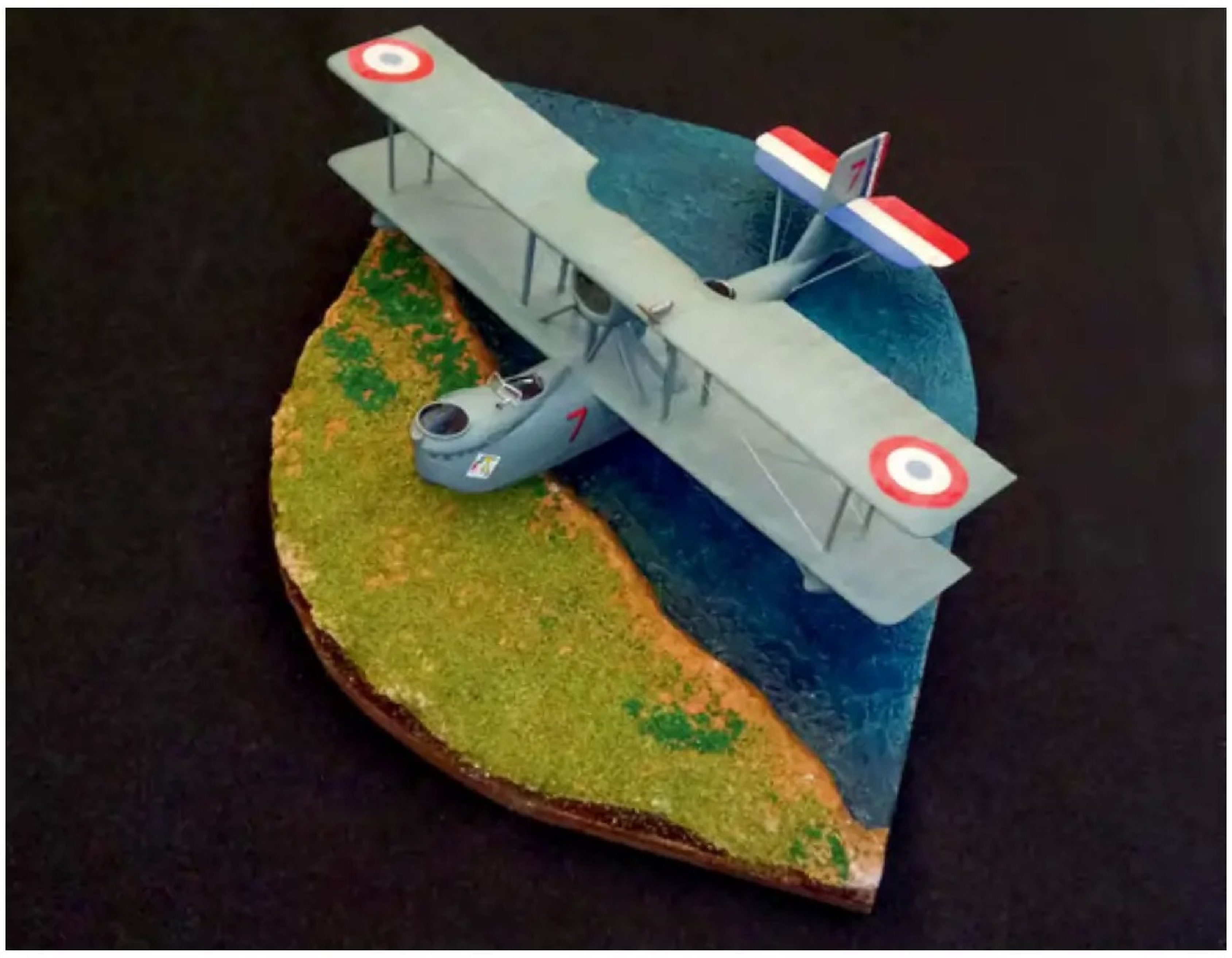
Conversion parts and fine detail were added to a Matchbox 1/72 Meteor two-seater by Dave Farrow from the Devon Scale-Modelling Collective or 'Modelsquad'.

Classic Gathering

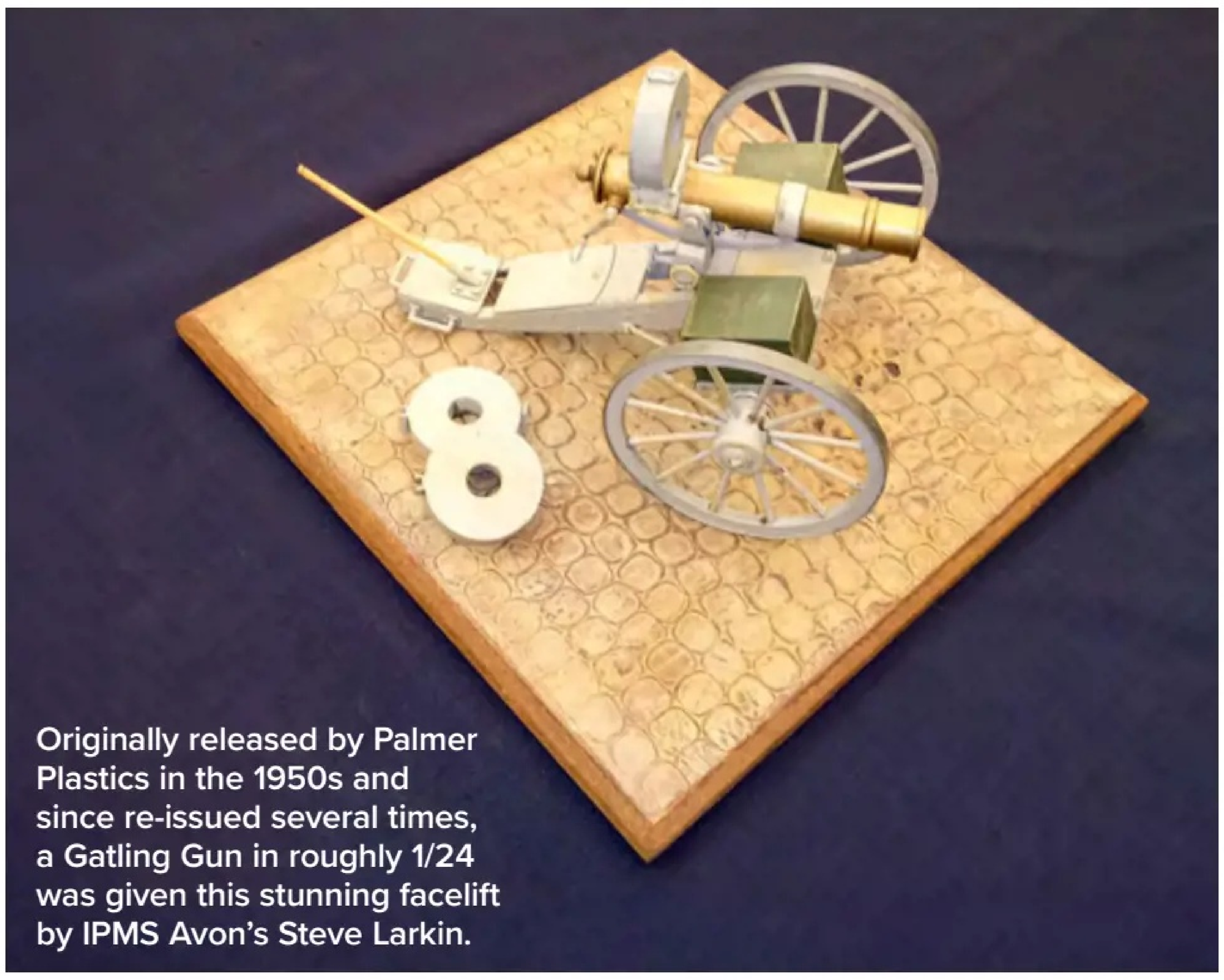
Yeovil in Somerset has become an essential destination for clubs and traders from the south and southwest of England due to its two successful annual model shows. The first of these for 2025 was held on April 6 at the event's established venue of Yeovil's Westfield Academy. As usual, three very different buildings on the site were used for the show's attendees. The exhibition's organiser, Ken Bugler, succeeded in bringing together 57 model clubs and 18 traders to be present on the day, ensuring a busy time for all involved matched by a positive turn-out from visiting members of the public.

This year's next Yeovil model show will take place on October 26. Further details are at: https://www.facebook.com/yeovilmodelshow

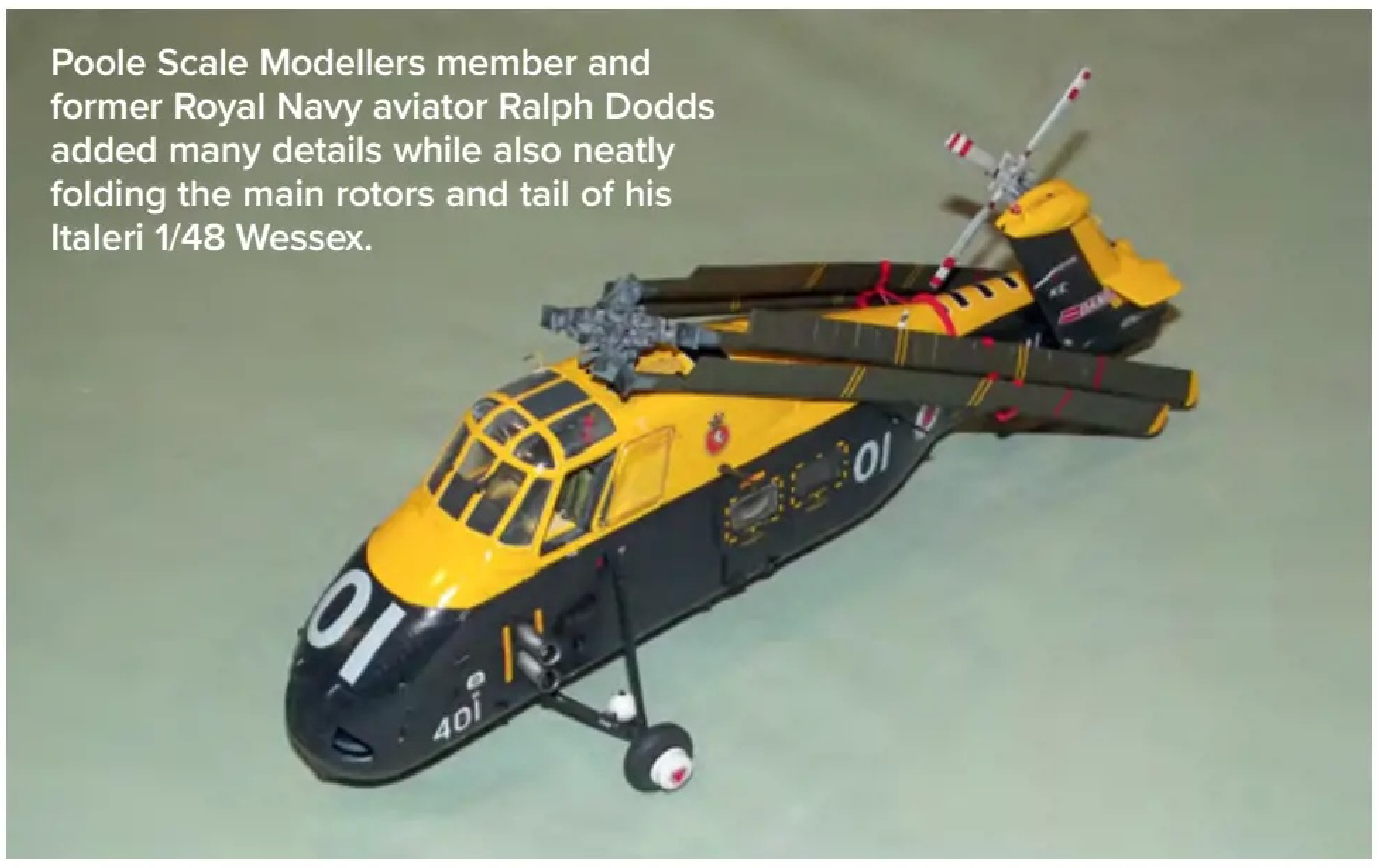
Malcolm V Lowe



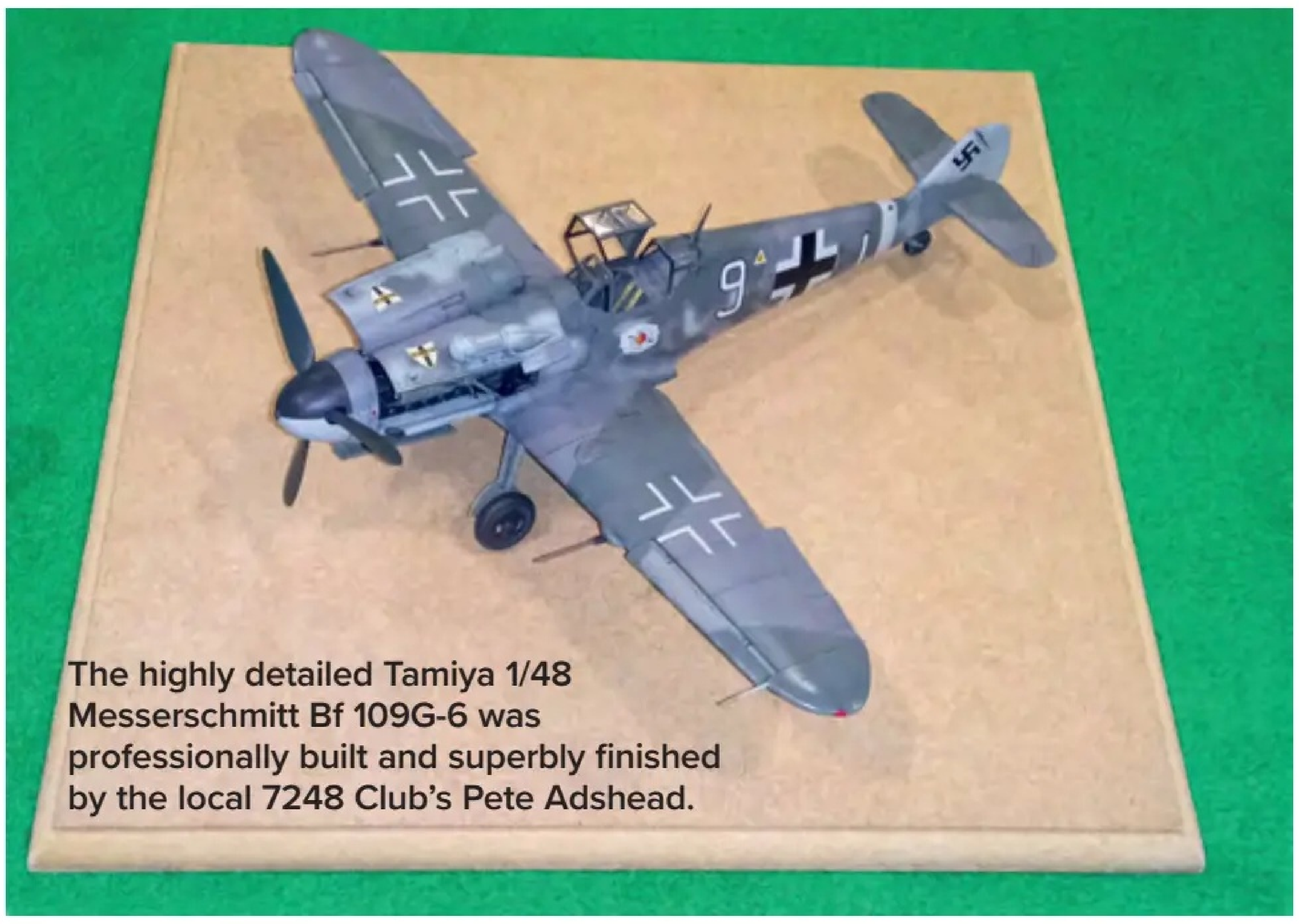
▲ The Splash SIG's Grant Matthews modelled the Azur 1/72 CAMS 37A seaplane in late 1930s French naval air arm markings and colours. *(All photos by Malcolm V Lowe)*



Originally released by Palmer Plastics in the 1950s and since re-issued several times, a Gatling Gun in roughly 1/24 was given this stunning facelift by IPMS Avon's Steve Larkin.



Poole Scale Modellers member and former Royal Navy aviator Ralph Dodds added many details while also neatly folding the main rotors and tail of his Italeri 1/48 Wessex.



The highly detailed Tamiya 1/48 Messerschmitt Bf 109G-6 was professionally built and superbly finished by the local 7248 Club's Pete Adshead.

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Cold Carrier

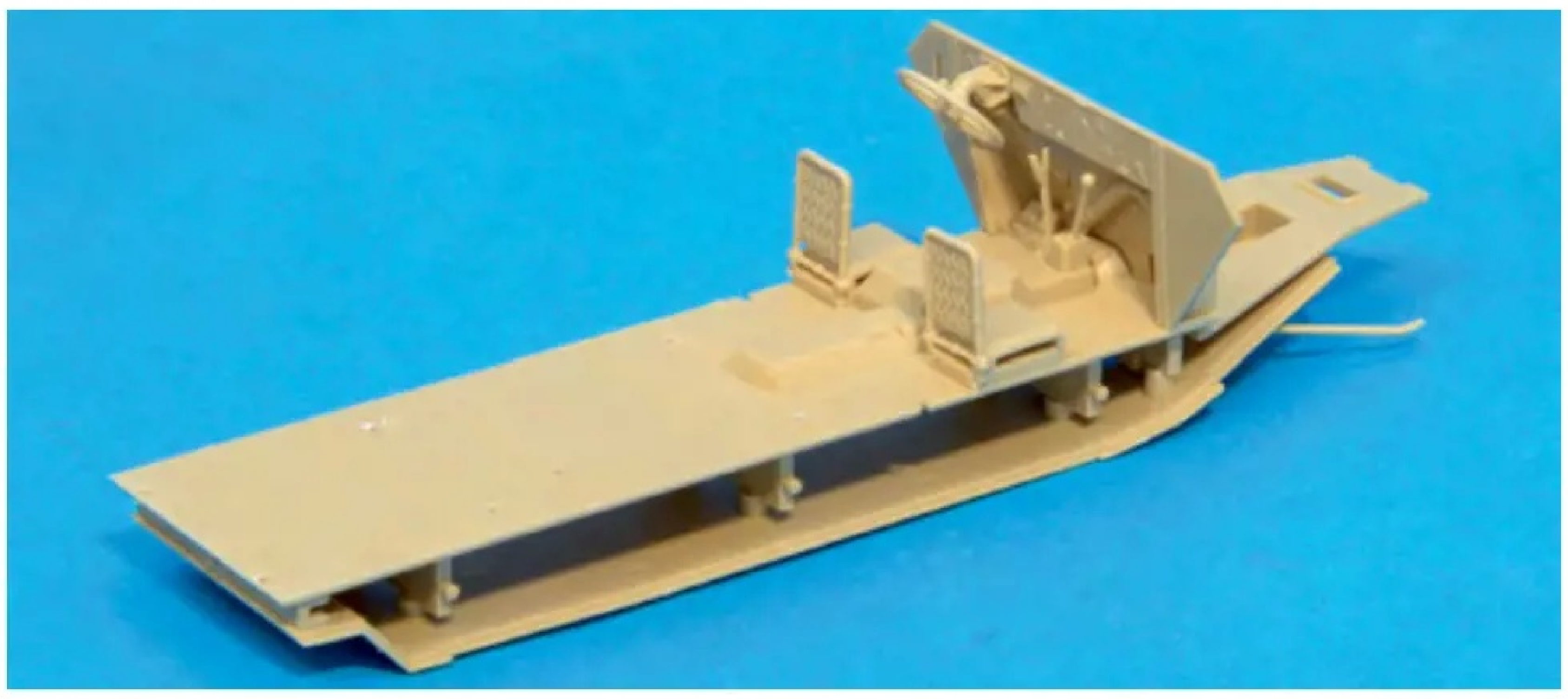
Academy's new-tool Sd.Kfz 251 Ausf. C receives serious winter treatment by **Johan Augustsson**, depicting an example from the Third Battle of Kharkov

The look and shape of the Sd.Kfz 251 is widely recognised by anyone with an interest in military history – and has been available in scale form from various manufacturers since at least the 1960s. The vehicle was developed for the German military in 1936-37 by Hanomag, which is also an oft-used moniker afforded to this armoured, half-tracked personnel carrier. It was produced in 22 official sub-types, servicing functions such as artillery observation, flame thrower, assault pioneering, anti-tank and anti-aircraft.

Bloody battle

Now, to Kharkov in February 1943. It is said to be one of Nazi Germany's last big victories and tactically it was, although it merely delayed the Soviet advance after the Battle of Stalingrad... causing 11,500 casualties on the German side and more than 86,000 for the Soviets.

The subject of this article is Academy's 1/35 new tooling of the Sd.Kfz 251/1 Ausf. C, the standard personnel carrier produced from mid-1942 to early 1943, when the simplified Ausf. D was introduced. This kit comprises 531 parts including individual-link tracks, a crew figure and three Panzer Grenadiers in action poses, and decals for at least five Wehrmacht vehicles. The figures have a strong resemblance to the classic Tamiya set from the 1970s, but unfortunately also the same level of finesse and therefore remained untouched. The Editor added in two Eduard photo-etched brass sets – 36 499 Sd.Kfz 251/1 Ausf. C and 36 500 Sd.Kfz 251/1 side stowage bins – to add spice to the proceedings. Also obtained was a set of front wheels from Quick Wheels (QWX 002), an equipment pack from Black Dog (BD-T35018) and 3D-printed tracks (described later).



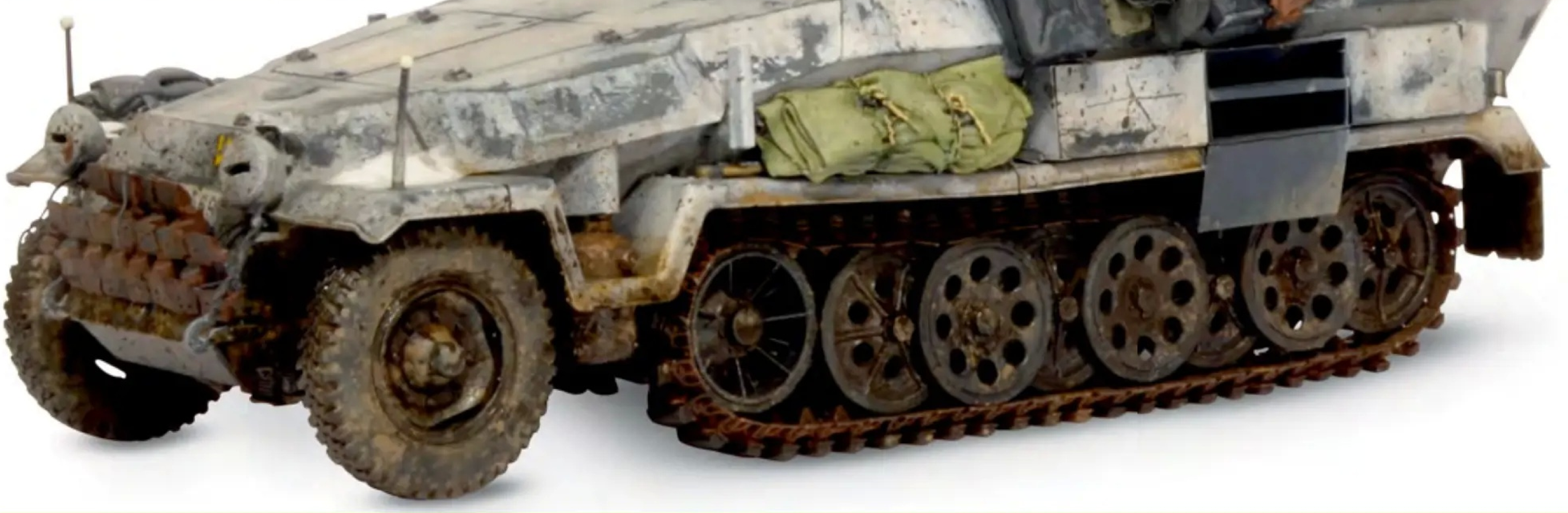
▲ Initial assembly involved the hull bottom and engine firewall, instrument panel and crew seats. Locating holes for the soldiers' seats have already been widened so the pins would fit.

MODEL SPEC

Kfz.251/1 Ausf. C
By: Academy
Stock Code: 13540
Scale: 1/35
Price: £29.99
Available from:
www.bachmann.co.uk

Building the beast

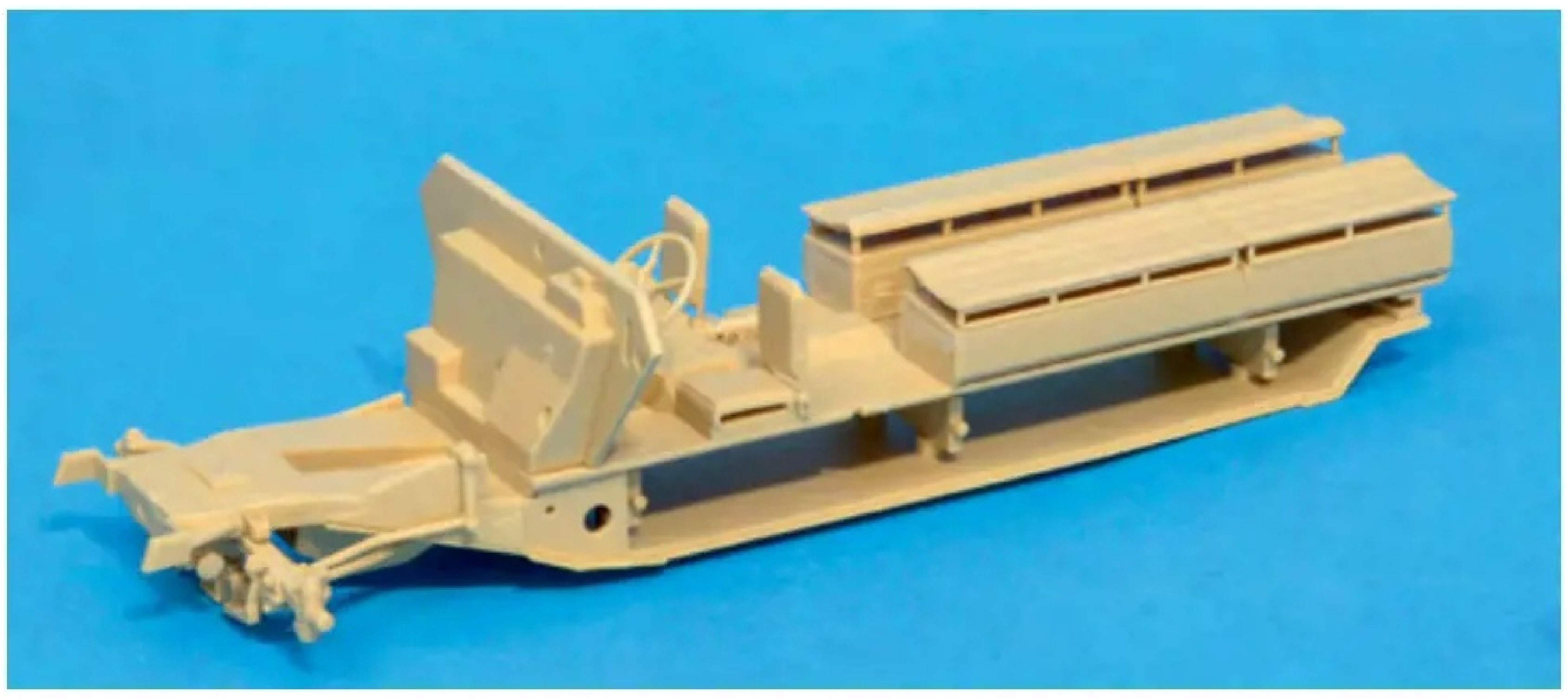
Assembly followed the instructions' order quite closely and in general, everything went smoothly. However, almost all mating holes were too small for the pins and needed to be widened with a drill or knife blade. Even the roadwheels needed drilling to avoid breaking



the swing arms when located. This might have been acceptable for a 1970s product, but not from a newly tooled example.

The first ten steps focussed on the interior and were executed without any real issues, except that part C30 in Stage 4 should be B30, an error that Academy highlighted via a small correction note. Fortunately, C30 didn't fit but the correction was found long after the glue had set. Inner faces of the hull sides were marred by almost 30 ejector-pin marks, which needed filling and sanding before any details were added. Eduard PE replacements were used here, meaning a significant facelift compared to Academy's components. The PE radio antenna storage presented some folding issues, but looked good when attached. In Stages 6 and 8, part C38 had misalignment problems so the pins were removed to aid the fit.

When everything, except the beautiful colour-printed Eduard radio front and the driver's instruments, was in place, the interior was painted entirely before closing the side sections. First with a black primer, followed by a coat of Tamiya XF-63 German Grey mixed with XF-8 Flat Blue to ensure a colder tone. A hint of XF-21 Sky was added for highlights. Seat cushions were painted in leather tones using Vallejo 70.871 Leather Brown, 70.981 Orange Brown, 76.858 Ice Yellow, plus a spec of 70.986 Deck Tan to replicate a scratched, worn appearance. Other details were painted according to the instructions, with the included Eduard radio front added last.

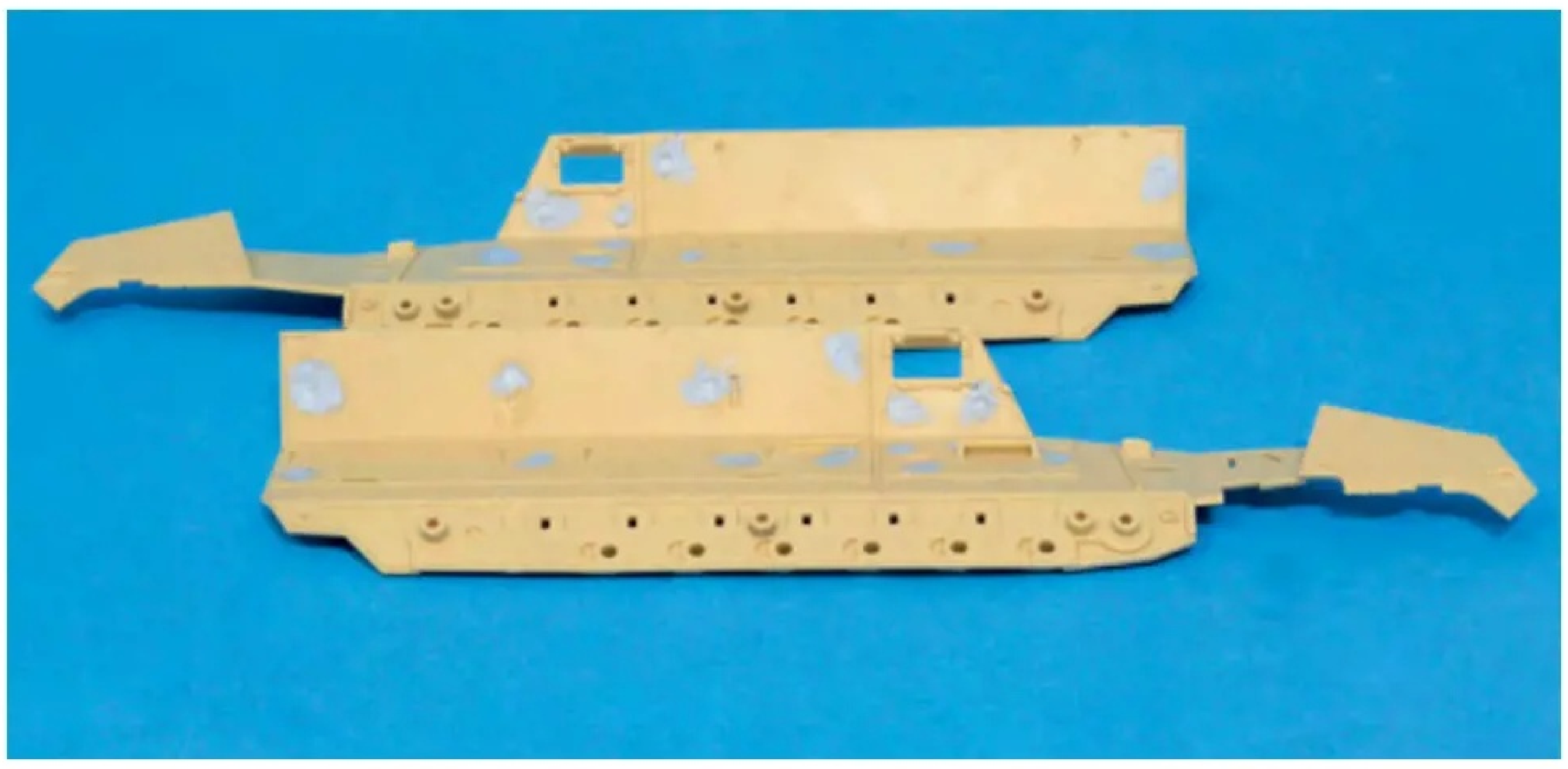


▲ **All seats and stowage boxes have been added to the interior, plus the front wheel axle. Except for the widening of several locating holes, the fit was excellent overall.**

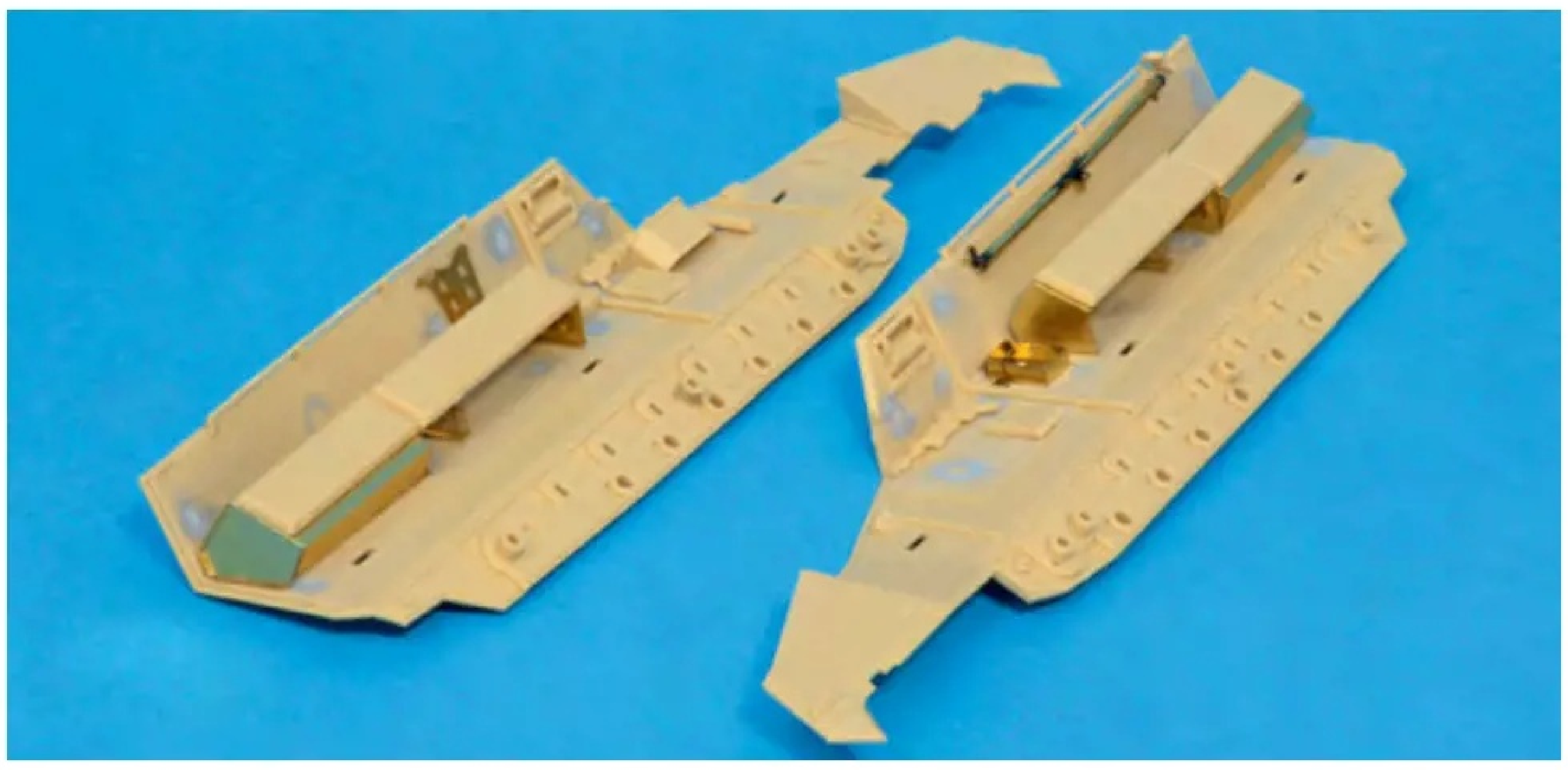
Simpler outside

External assembly was much easier with selected PE replacements for the tool clamps/holders and the side stowage bins. One bin was assembled open for added interest – ready to be filled with equipment suited to the planned diorama. As the Black Dog equipment would obscure many of the pioneer tools, some of the handles needed to be cut to fit, such as the pickaxe and wood axe. All running gear was left off until after weathering was almost completed, so attention turned to the aft section.

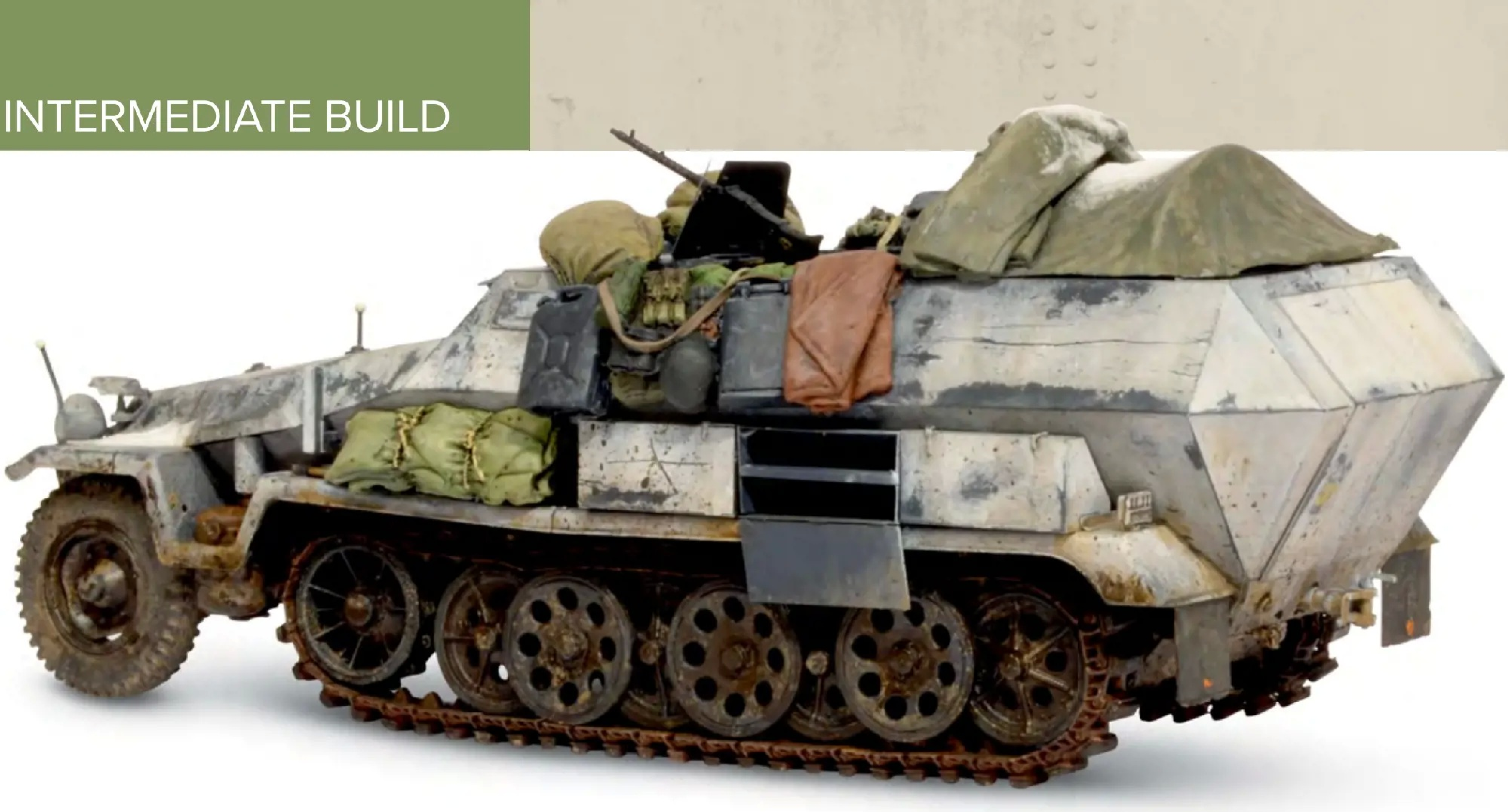
Academy has made a wise decision in having the second instruction sheet separated for the specific Ausf. C details, such as the front, the crew's front hatches, side fenders and aft doors, which were a separate sub-assembly. No issues arose with these stages, but the exhaust was dented with a file to similate damage and covered with Tamiya Putty – diluted with the firm's Extra Thin Cement – to resemble a rusty unit. ▶



▲ **The hull sides were marred by many ejector-pin marks, which needed filler and sanding... somewhat surprising for a newly tooled kit. Tamiya putty diluted with Extra Thin Cement was used for the filling.**



▲ **Both plastic and PE interior fittings were then added and presented no real obstacle, even if constructing the PE spare antenna bin was a fiddly business, due to its intricate nature.**



MATERIALS AT A GLANCE

AK Interactive (www.ak-interactive.com)
AK-013 Rust Streaks
AK-014 Winter Streaking Grime
AK-4063 Brown Earth Deposits
AK-8026 Splatter Effects Fresh Mud
AK-8010 Snow Microballoons
AK-118 Gravel and Sand Fixer
AK-11027 Rubber Black
AK-017 Earth Effects

AMMO (www.migjimenez.com/en)
A.MIG-2007 Tracks Primer

Tamiya (www.hobbyco.net)
XF-2 White
XF-63 German Grey
XF-8 Flat Blue
XF-21 Sky

Vallejo (www.creativemodels.co.uk)
70.981 Orange Brown
76.858 Ice Yellow
70.986 Deck Tan
76.521 Oiled Earth
76.516 Grey

When the construction was finished, the Black Dog canvas cover and most of the exterior gear was superglued in place. Two sections of spare track from the kit were added to the front, with steel thread and more superglue.

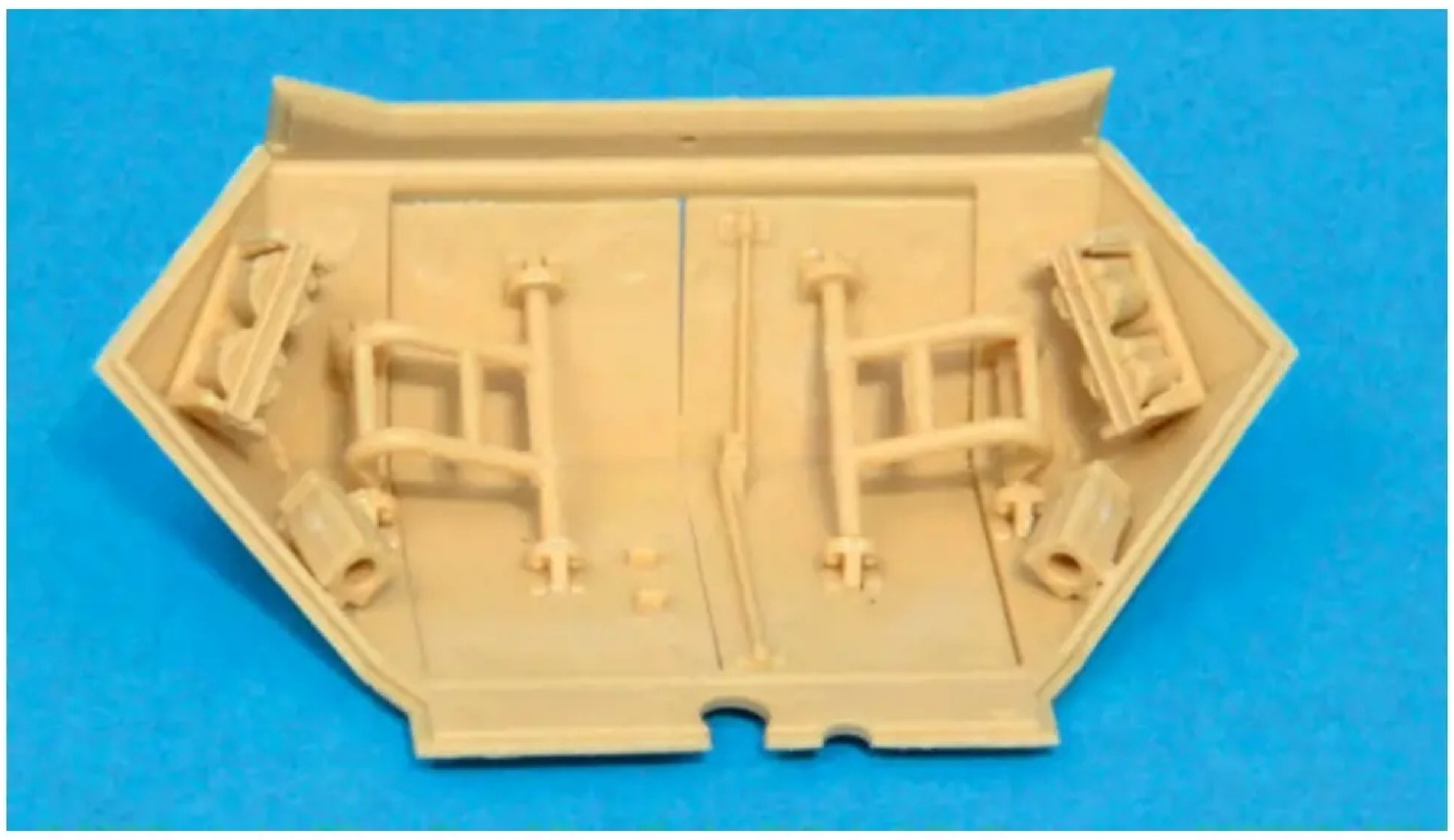
Winter colours

Many years have passed since I made anything covered in winter camouflage, so the idea was to create worn whitewash over Panzer Grey, to suit a vehicle from the Kharkov battle. After the interior was masked with sponge, painting started with the same mix for the Panzer Grey as with the interior, Tamiya XF-63 German Grey with XF-8 Flat Blue as base, plus two coats with larger amounts of XF-21 Sky. These lighter layers were sprayed on upward-facing areas in a mottled fashion. After letting the paint cure overnight, decals for a vehicle from 2. SS Panzer Division 'Das Reich' were plucked from the spares box, as no option for any Waffen SS halftrack is included in the kit decal sheet. I usually avoid SS subjects due to their association with atrocities, but made an exception this time, to be able to pair the Hanomag with the Kharkov setting and specific figures for an eventual diorama.

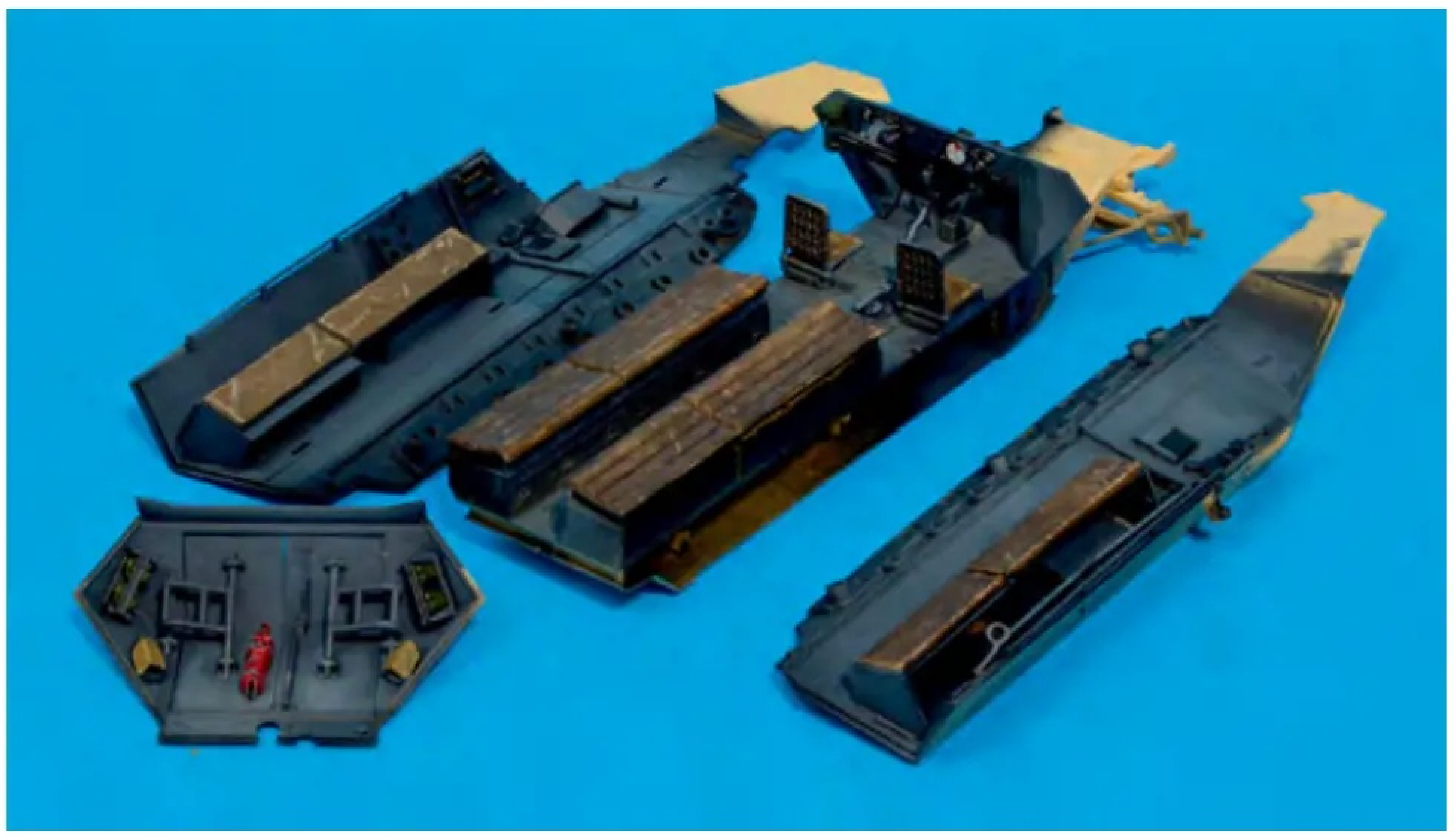
After another coat of matt varnish and more drying time, two layers of hairspray were applied and left until the Hanomag was dry to the touch. Tamiya XF-2 White was then thinned with tap water and misted over the entire hull. Most contemporary images show the machine-gun shield without the whitewash, so the MG 34 and its mount were left aside. During the 15-20 minutes' drying time, warm water was drawn, and toothpicks and a stiff-bristled brush were prepared.

Smaller white painted areas were then moistened with the tap water and then scrubbed gently with the brush until the desired deteriorated effect was achieved. Scratches were made with the toothpicks, being careful not to press too hard to avoid removing the underlying base paint. I took extra care to eradicate the whitewash over the registration and divisional signs, as I forgot to mask these before I applied the hairspray.

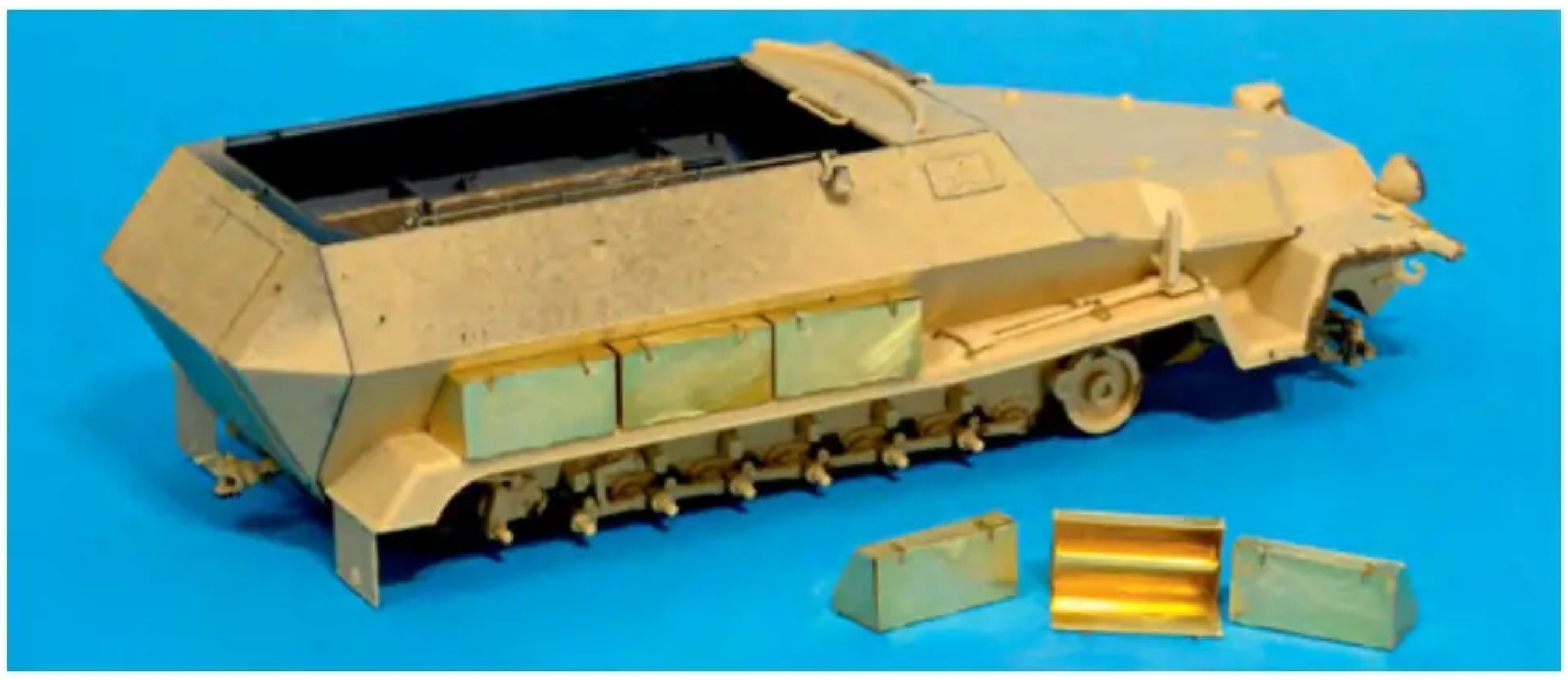
In the next session, the model received matt varnish to seal the paint thus far, after which all the equipment, tools and exhaust were brush painted in appropriate acrylic colours. Before more elaborate weathering began, several passes of Vallejo 76.521 Oiled Earth and 76.516 Grey washes were applied, to establish a grimy appearance, which also unified everything.



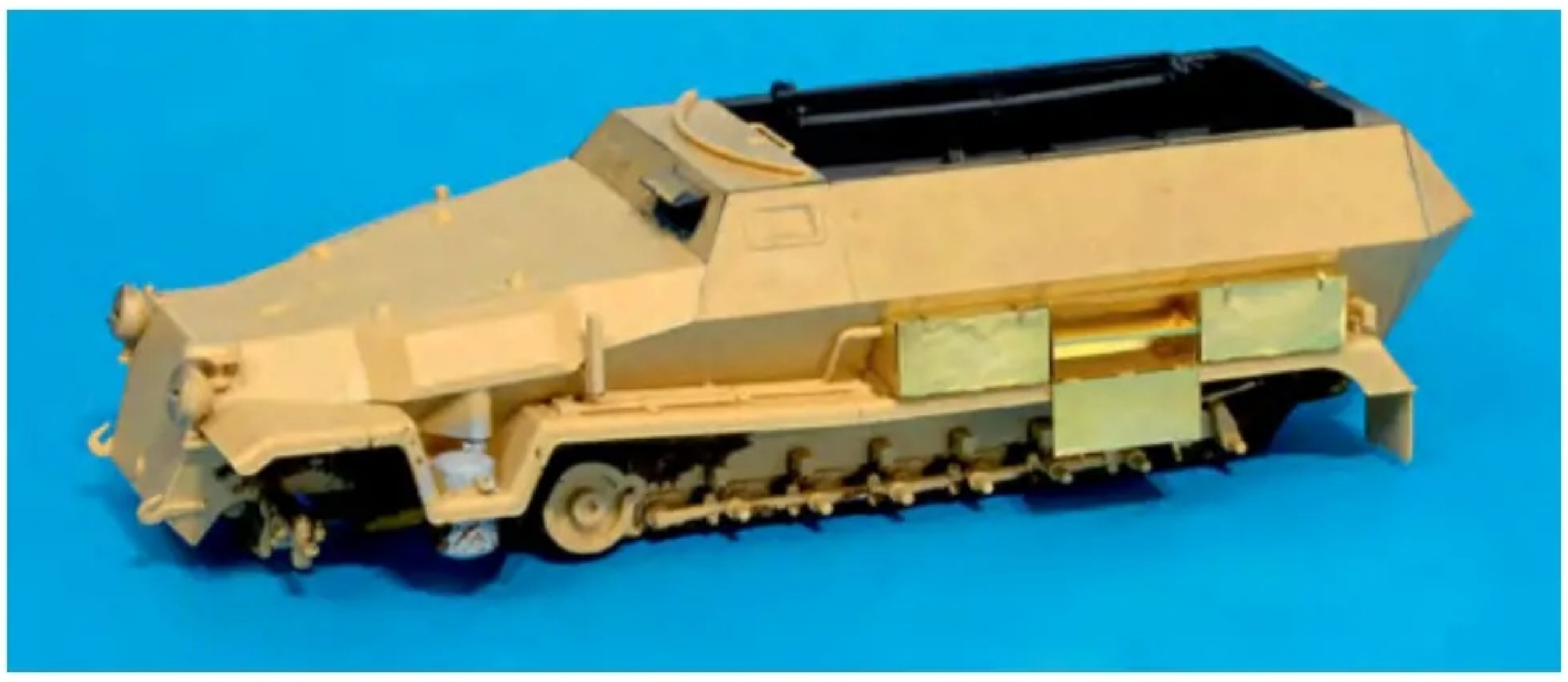
▲ The aft doors had been designed as a separate sub-assembly, and as this section would later be almost completely obscured by the canvas cover, it was not dealt with as rigorously as the sides. For some unknown reason the door opening handle was forgotten…



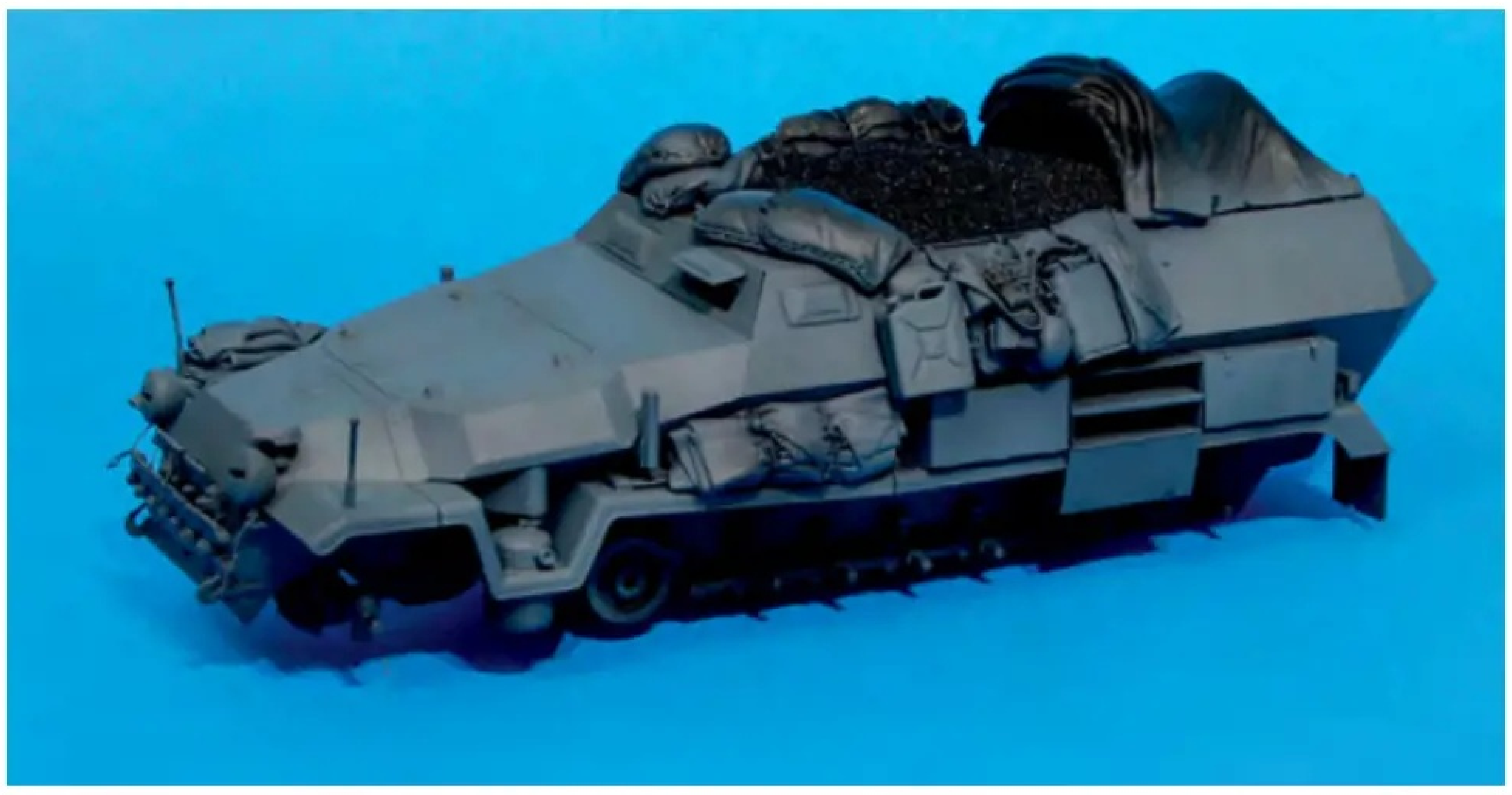
▲ All the interior was painted before assembly, and note the lovely, printed instrument dials from Eduard, which unfortunately were hard to see after the model was completed. The soldiers' seats were painted to resemble worn leather, and several filters were also applied at this stage.



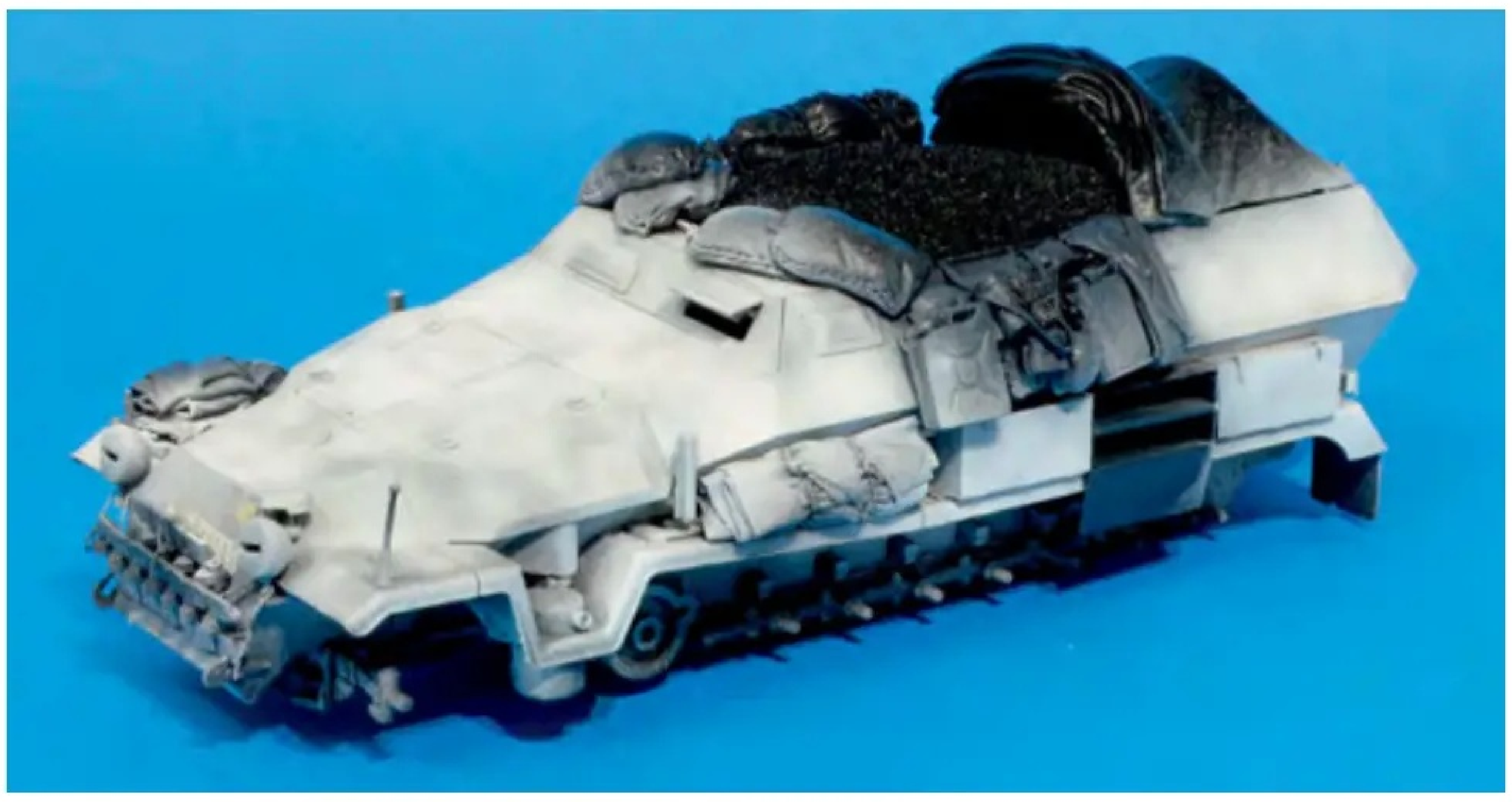
▲ External PE stowage bins and tool clasps were easy to construct, but very delicate. Do avoid bending the hinged folds more than is necessary to set them in their final position.



▲ One bin was left open to accommodate some equipment for a later diorama. Here, the putty treatment of the exhaust is obvious; PE tool clasps were not used here as a tarpaulin from Black Dog would cover the tools later.



▲ Most of the Black Dog set was used and superglued in place before Panzer Grey was applied over black primer. Straps were made from Tamiya masking tape, and the interior was covered with a sponge cut to size.



▲ After the decals were added and sealed with varnish, the open bin was masked with tape. Then, two coats of hairspray were applied and after drying, Tamiya Flat White was airbrushed and left until touch dry.

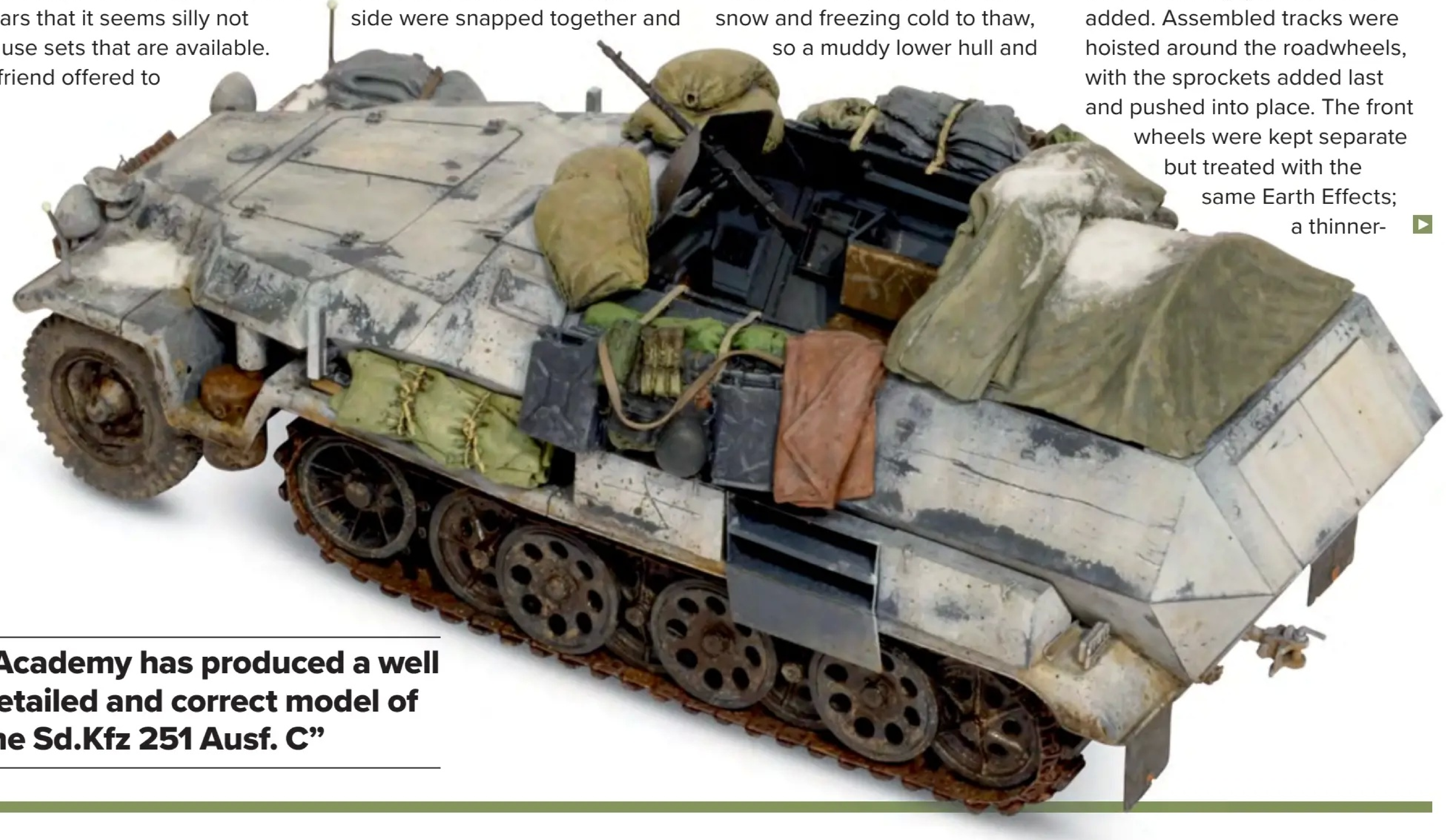
3D-printed track links

The kit's individual track links looked well produced, but no huge desire was felt to glue 110 tiny links and pads together. So, my attention turned to 3D printing, which has become so well suited for this task in recent years that it seems silly not to use sets that are available. A friend offered to purchase and print track links designed by someone under the name 'homebrewparts' on a site where you can buy STL files (https://cults3d.com/en/users/HomeBrewParts/3d-models). A small box arrived several weeks later and around 55 links per side were snapped together and airbrushed with AMMO A.MIG-2007 Tracks Primer. The rubber pads were then brush painted with AK-11027 Rubber Black.

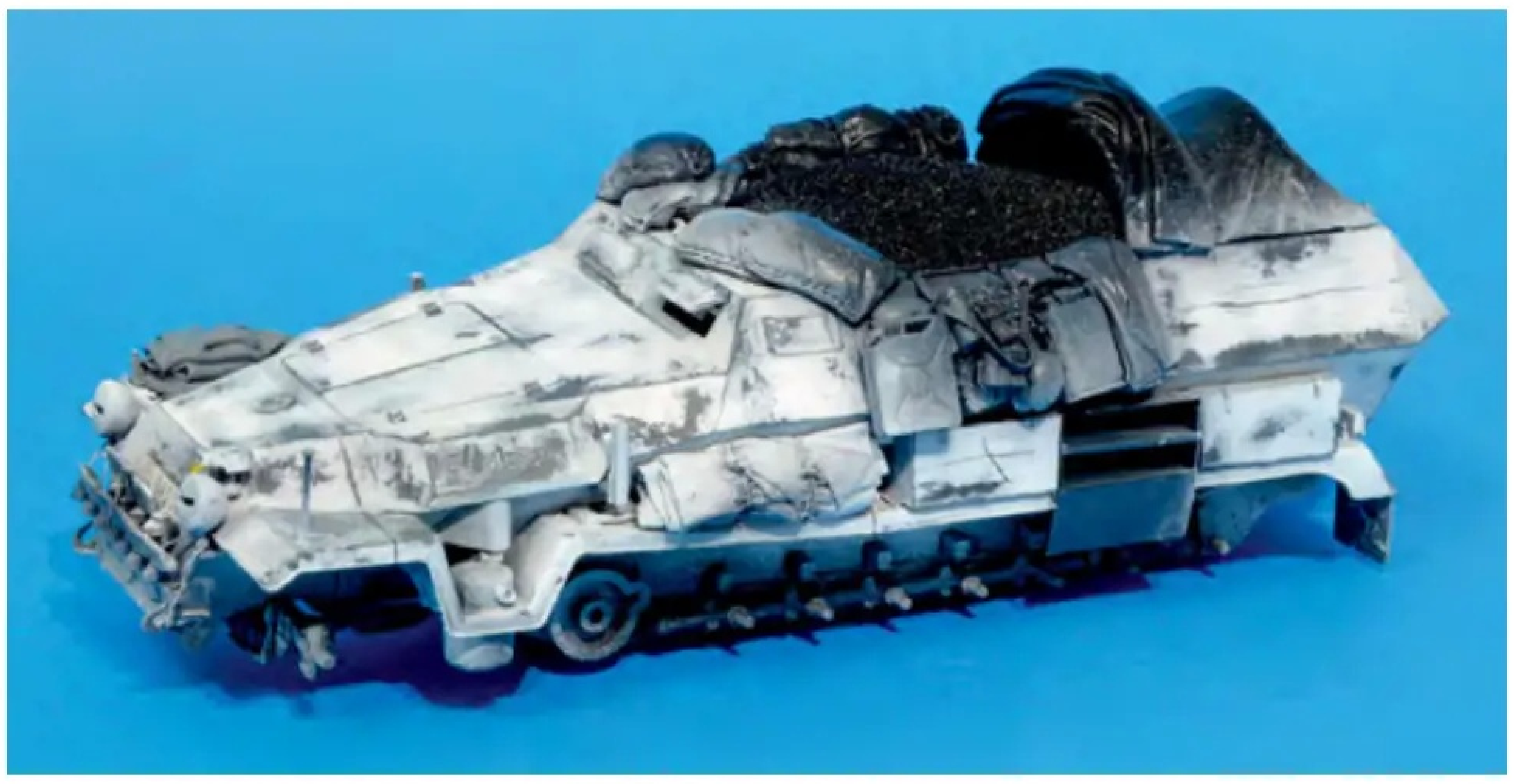
Mud... and more mud

The weather during the Third Battle of Kharkov shifted from snow and freezing cold to thaw, so a muddy lower hull and running gear seemed a good contrast to the whitewashed upper hull. For this, AK-017 Earth Effects was applied to the underside and wheel housings. When dry, once more the same Vallejo washes were employed, before running gear could be added. Assembled tracks were hoisted around the roadwheels, with the sprockets added last and pushed into place. The front wheels were kept separate but treated with the same Earth Effects; a thinner-

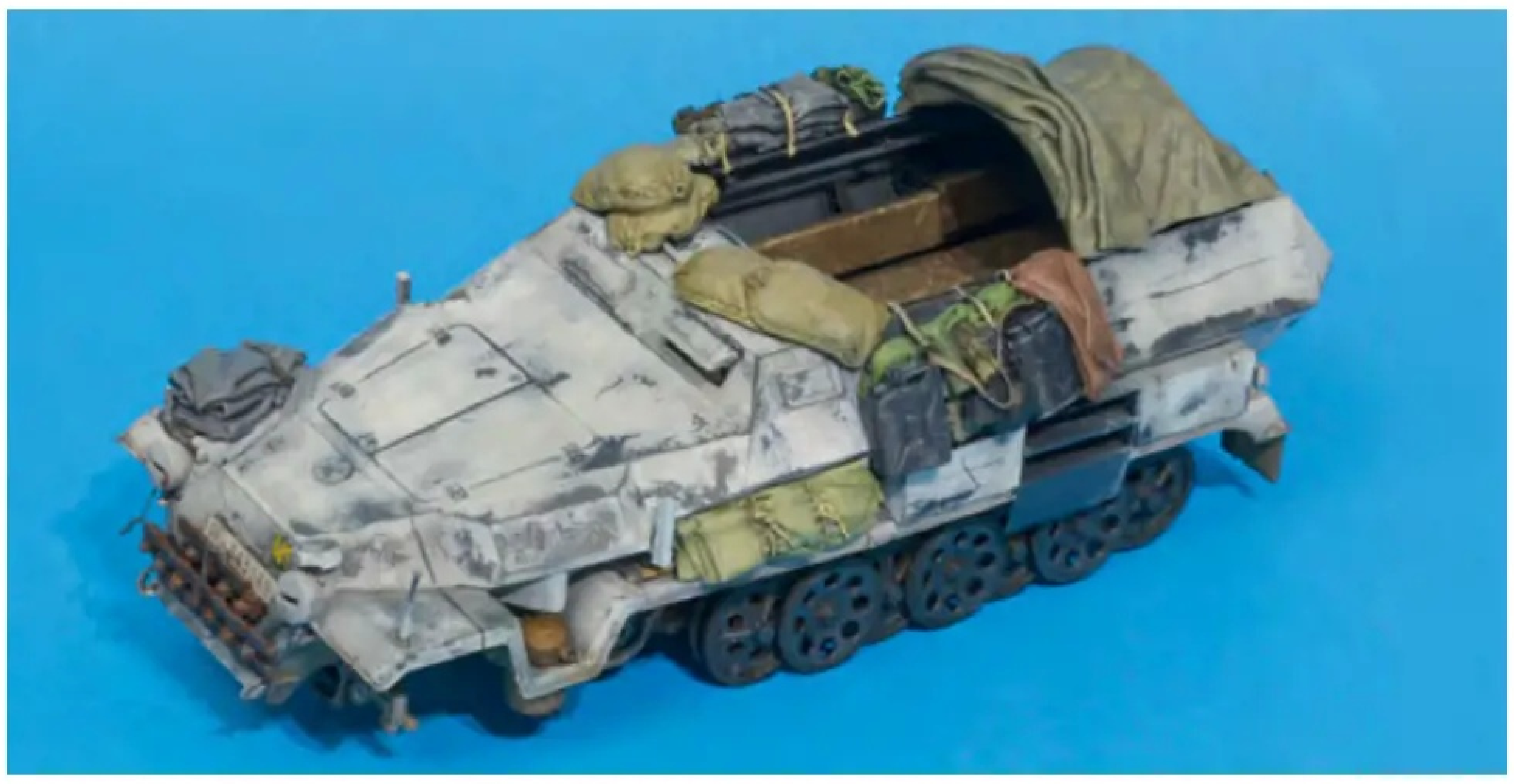
▶



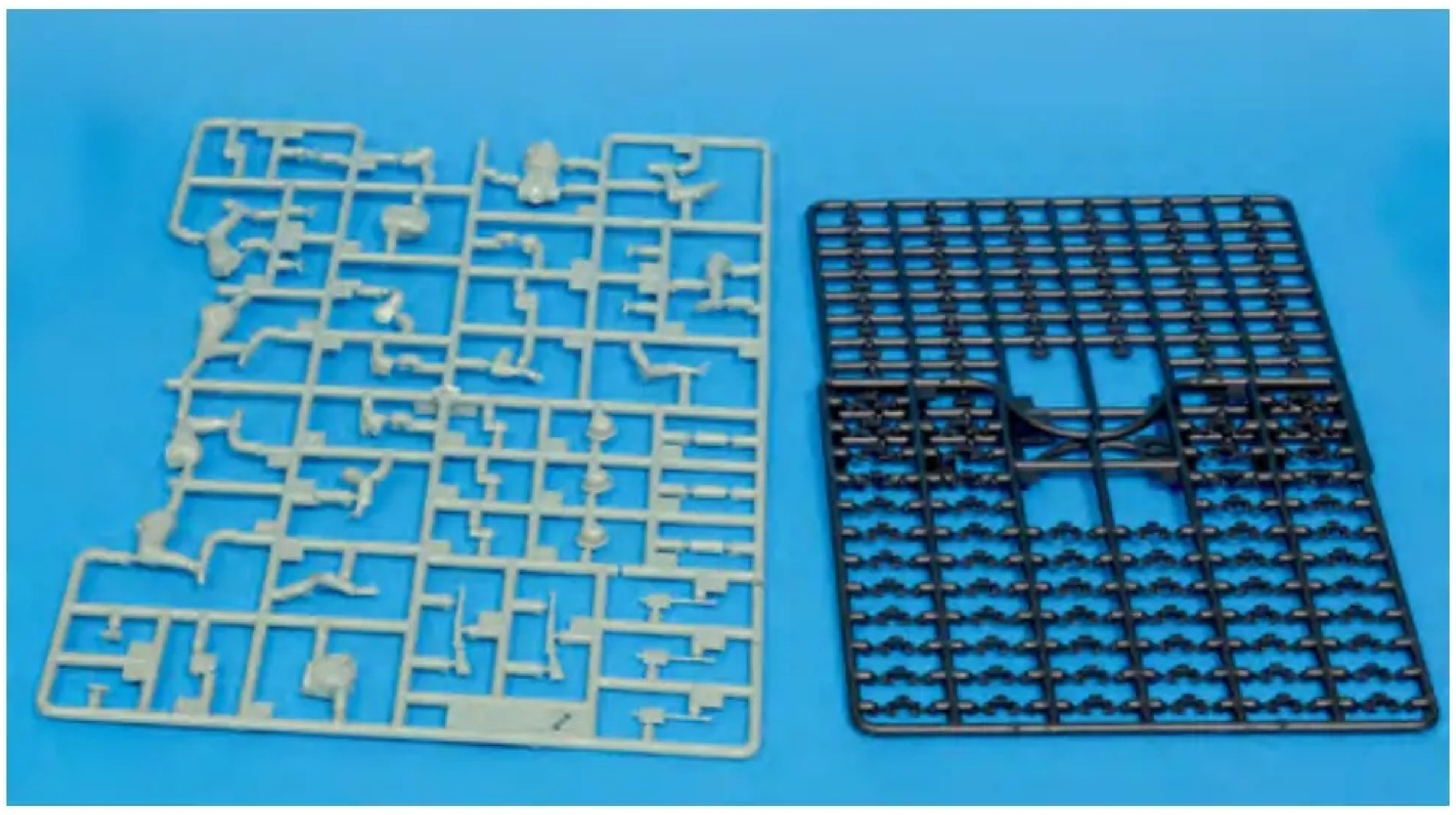
"Academy has produced a well detailed and correct model of the Sd.Kfz 251 Ausf. C"



▲ Small areas at a time were then moistened with lukewarm tap water, and the whitewash was then carefully worked with a stiff-bristled brush and a toothpick to create a worn appearance.



▲ All extra gear, tarps, spare tracks and sandbags were brush painted with appropriate acrylics. Several washes, filters, rust and mud effects awaited to finish the model.



▲ Parts for the figures and individual-link tracks; the former were discarded due to their total lack of finesse, and the latter were replaced by...

▲ ... 3D printed tracks on their runners, with a section snapped together shown here, in the foreground.

moistened brush was dragged perpendicularly from the hubs outwards, to mimic the effect caused by the wheel rotation.

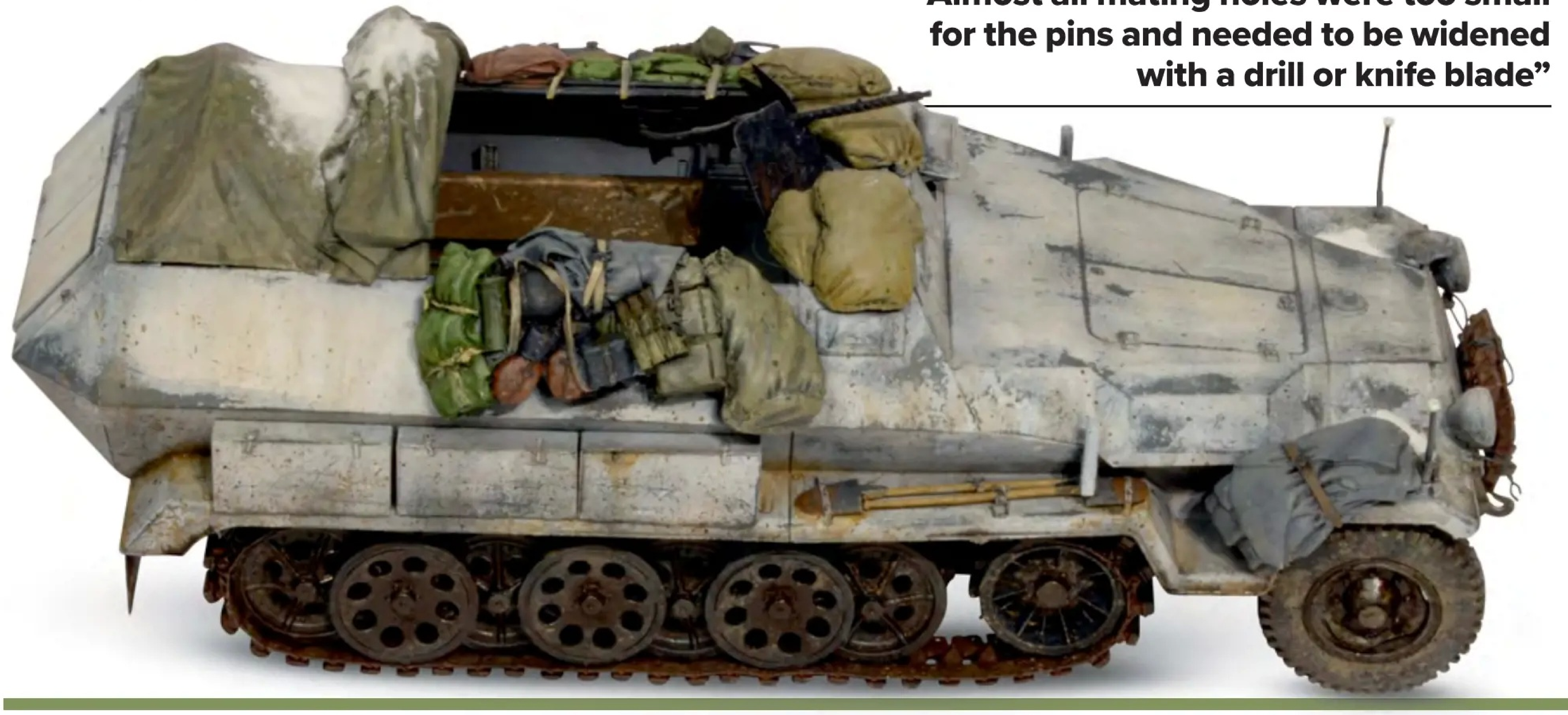
Weathering continued with more Earth Effects on the running gear, along with AK-013 Rust Streaks applied selectively, and speckled AK-014 Winter Streaking Grime. Fine dirt was sprinkled on several recesses and secured with AK-4063 Brown Earth Deposits. Then, the front wheels were finally attached, and the top mud application was executed with both speckled and brushed AK-8026 Splatter Effects Fresh Mud on the lower hull and running gear. The true icing on this cake was to sprinkle AK-8010 Snow Microballoons on the canvas and front fenders, and fix this powdered snow with AK-118 Gravel and Sand Fixer.

Good all-rounder

Academy has produced a well detailed and correct model of the Sd.Kfz 251 Ausf. C, which will suit both beginners and experienced modellers alike.

It was disappointing that the accompanying figures were sub-par, when it should be no issue to produce good styrene examples nowadays. However, with PE sets such as those from Eduard used here, plus extra gear and stowage, you really can make your own mark on such a project.

> **"Almost all mating holes were too small for the pins and needed to be widened with a drill or knife blade"**



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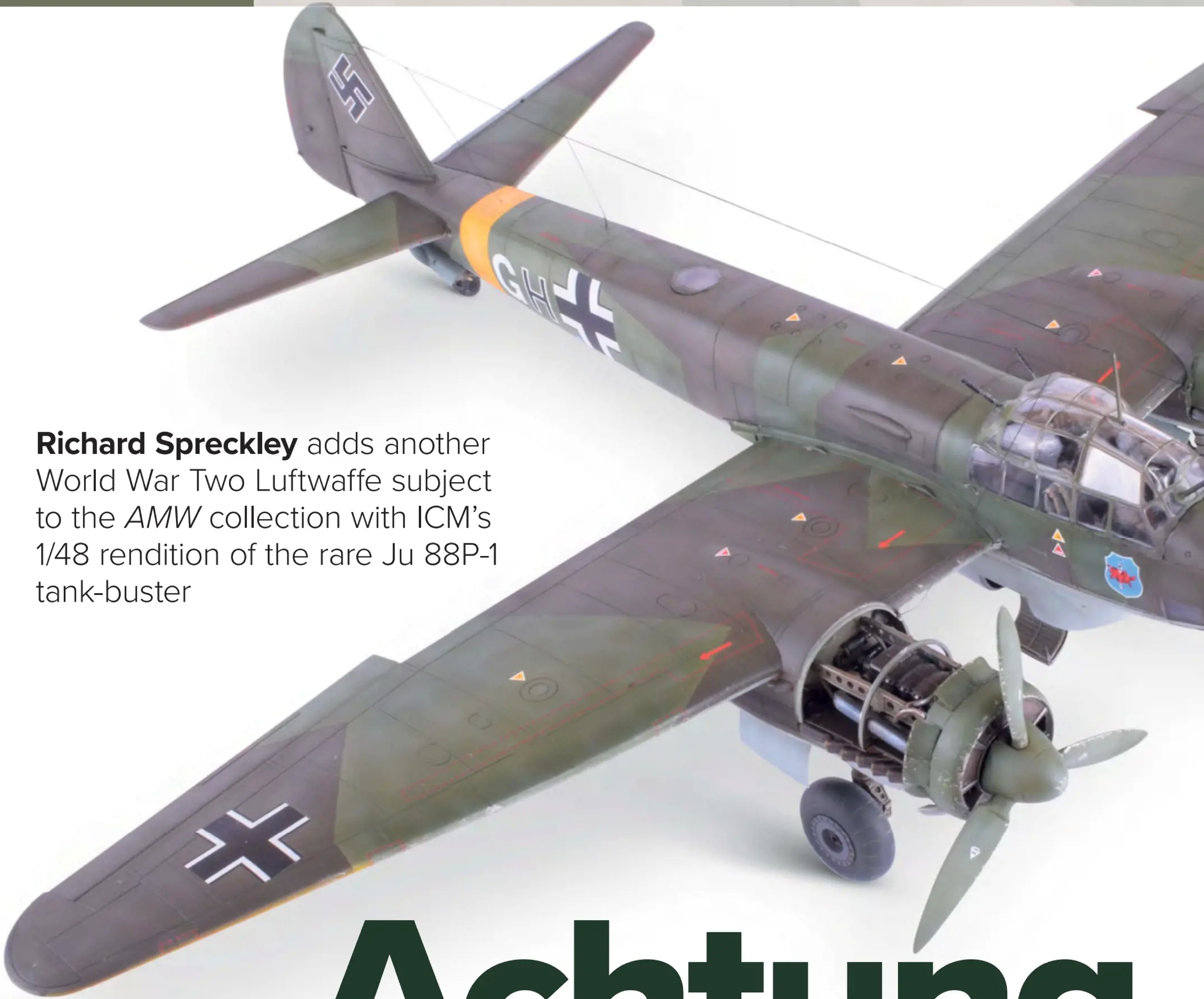


Richard Spreckley adds another World War Two Luftwaffe subject to the *AMW* collection with ICM's 1/48 rendition of the rare Ju 88P-1 tank-buster

Achtung PANZERBRECHER

The Soviet KV-1 and T-34 tanks came as a shock to German forces, with numerous projects considered by the Wehrmacht and Luftwaffe to defeat these formidable vehicles. One such proposal was the mounting of a 7.5cm Bordkanone (BK) 7.5 cannon in a Ju 88 airframe to create a Panzerbrecher (armour puncher) variant. By summer 1942, it was decided to convert several Ju 88A-4s into specialised Ju 88P-1 anti-tank variants, with an initial order for 13 machines placed in March 1943, increased to 30 units the following month. Despite these plans, just six were built by the beginning of June that year, due to problems encountered with structural cracking, caused by the recoil from the cannon.

Consequently, smaller 3.7cm BK 3.7 cannon – also used in the Ju 87G Stuka – were employed, with the A-4's glazed nose retained initially, although this was later replaced with the Ju 88C's solid nose as overpressure when firing the gun caused the glass to crack.

Additionally, the muzzle brake was redesigned while operating with the Versuchskommando für Panzerbekämpfung (Anti-Tank Experimental Command). Performance was improved by fitting more powerful Jumo 211J engines to the later P-3 variant, tested with front-line units.

Notwithstanding these changes, the heavy cannon impacted flight performance significantly, and by September 1943, just 18 airframes had been built, with six assigned to Kampgeschwader (KG) 1 'Hindenberg' on the Eastern Front. As with other Ju 88s, the tank-busters received the affectionate nickname of 'dreifinger' (three fingers) due to the type's long fuselage, plus slender nacelles.

Plenty of choice

ICM has a reputation for finely detailed quarter-scale Luftwaffe

kits, and the recent Ju 88P-1 is no exception. The cleanly moulded parts feature crisp panel lines, while the detail is first-class, complemented by crystal-clear glazing, although the canopy comprises several parts to capture the Ju 88's 'double-domed' shape. There's an option for the engine cowlings to be posed open/closed, and it was decided to opt for one of each to display the well-appointed Jumo 211 powerplant.

The large transparencies mean much of the cockpit is visible… therefore the lack of seatbelts is noticeable. Fortunately, Eduard has produced a pre-painted set of photo-etched (PE) metal harnesses (49783), and these were used for this build.

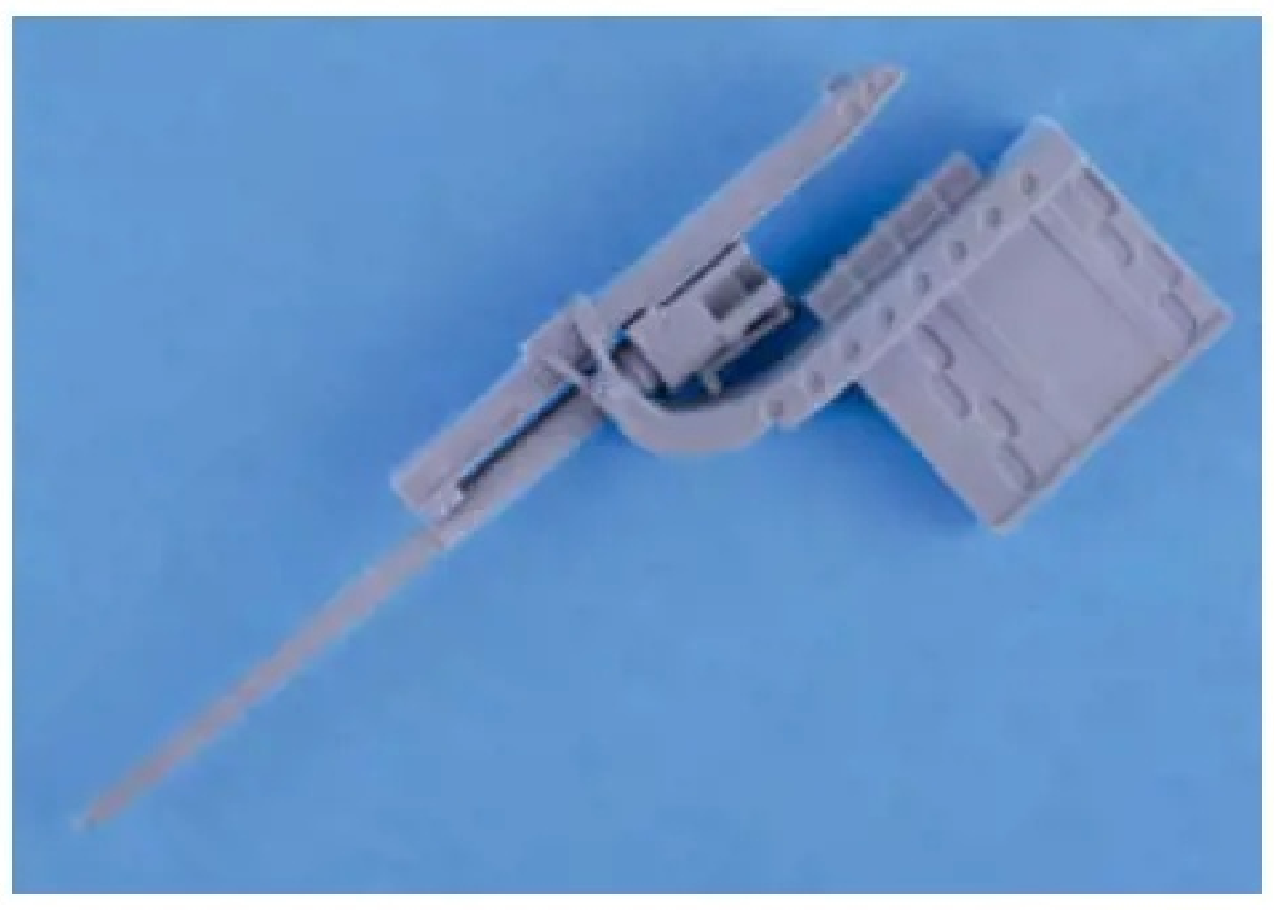
Two markings options are supplied – although sadly there isn't one for a KG 1 machine – with one example each of the glazed or solid nose, plus different muzzle brakes for the 7.5cm cannon… the actual markings are identical, so the modeller's choice is down to the nose type. The principle airframe is +GH, depicted at the Rechlin Test Site (Erprobungsstelle Rechlin) and on the Eastern Front, both during 1943. However, alternative codes are provided for +KH and +OH. The decals exhibit good depth of colour, while the smaller stencils are printed crisply;

▶

MODEL SPEC

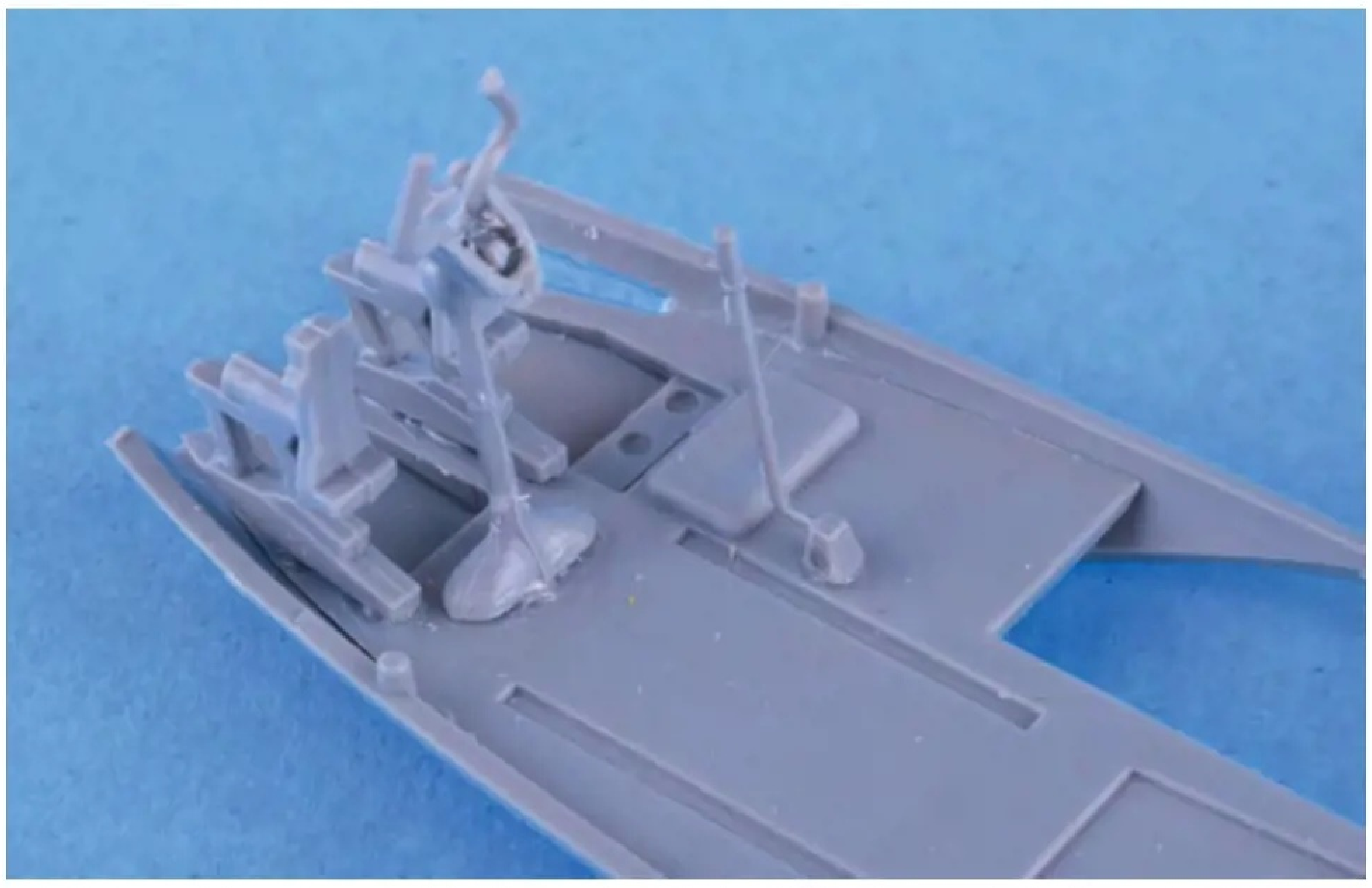
Junkers Ju 88P-1 Tank Buster
By: ICM
Stock Code: 48228
Scale: 1/48
Price: £59.80
Available from: The Hobby Company (www.hobbyco.net)

Ju 88P-1 Tank Buster
ICM
1:48
48228

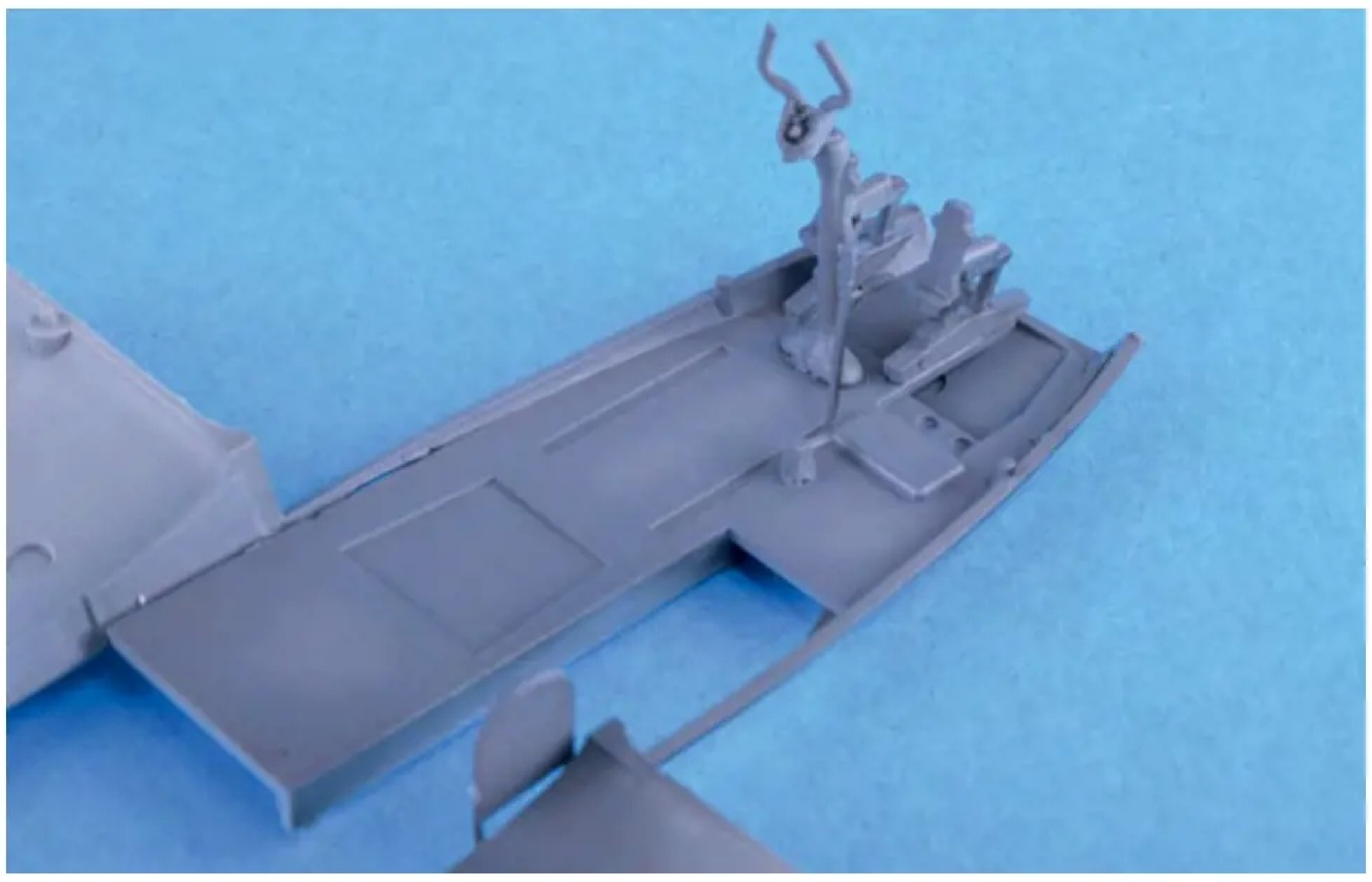


▲ Worthy detail is also present on the BK 7.5 cannon, which comes complete with an ammunition box.

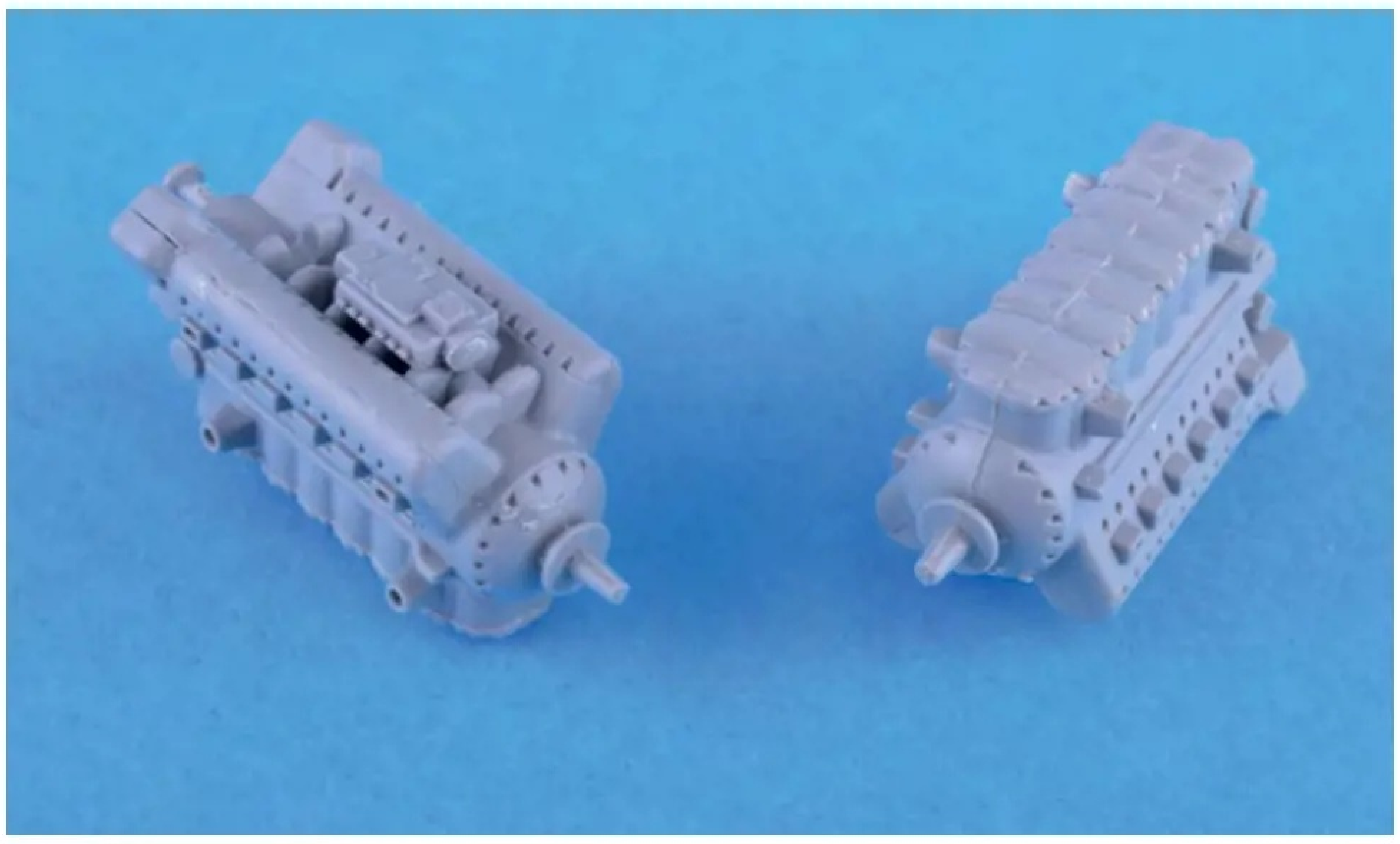
▲ The early-style muzzle brake can be enhanced by drilling the baffle openings.



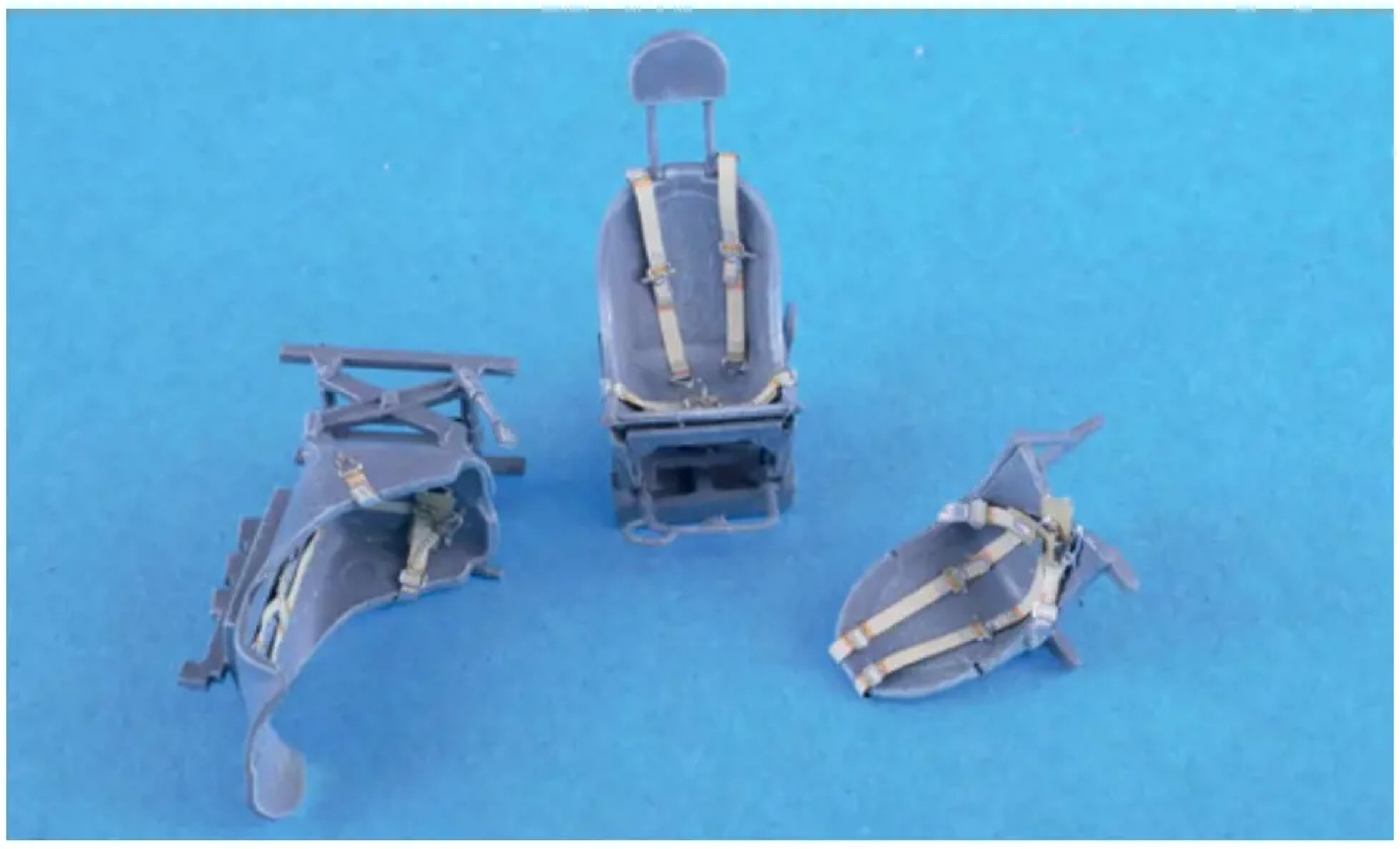
▲ ICM provides plenty of finely rendered detail for the cockpit; here the floor part awaits the seats.



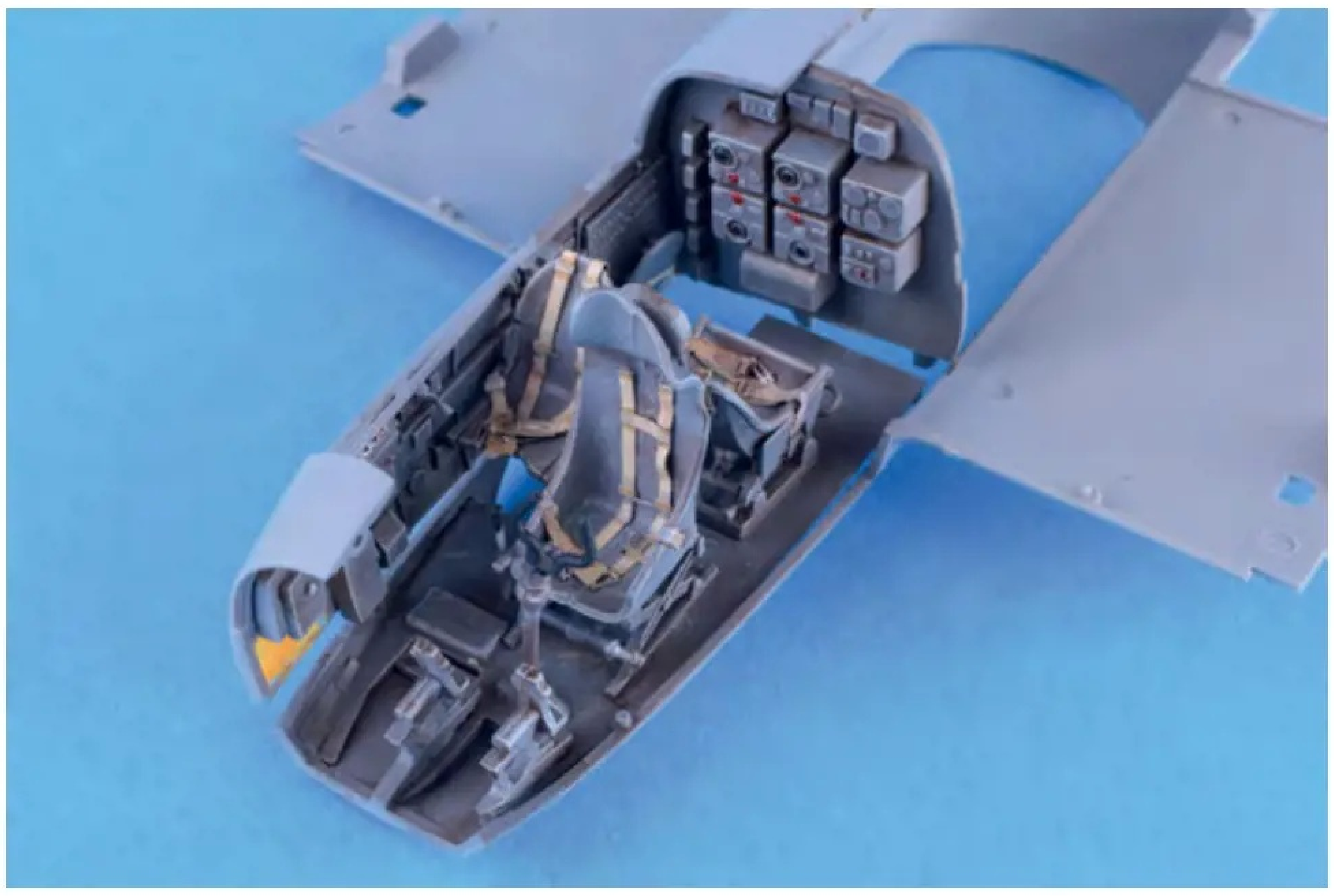
▲ Mr. Paint's MRP-113 Dark Sea Grey was used to replicate the cockpit's RLM 66 colour.



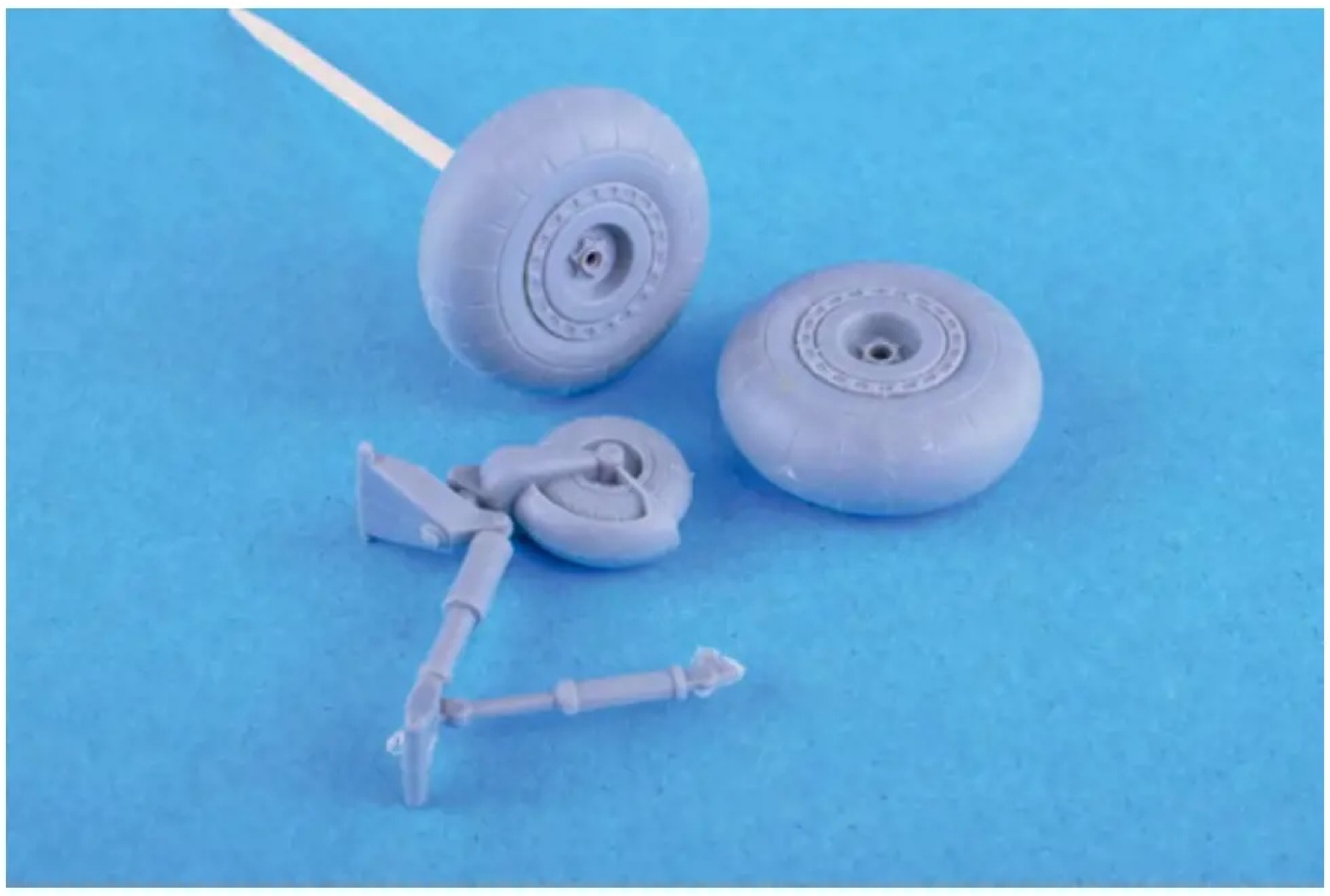
▲ The Jumo 211J engines are packed with detail, so it was decided to pose the cowlings open on one side.



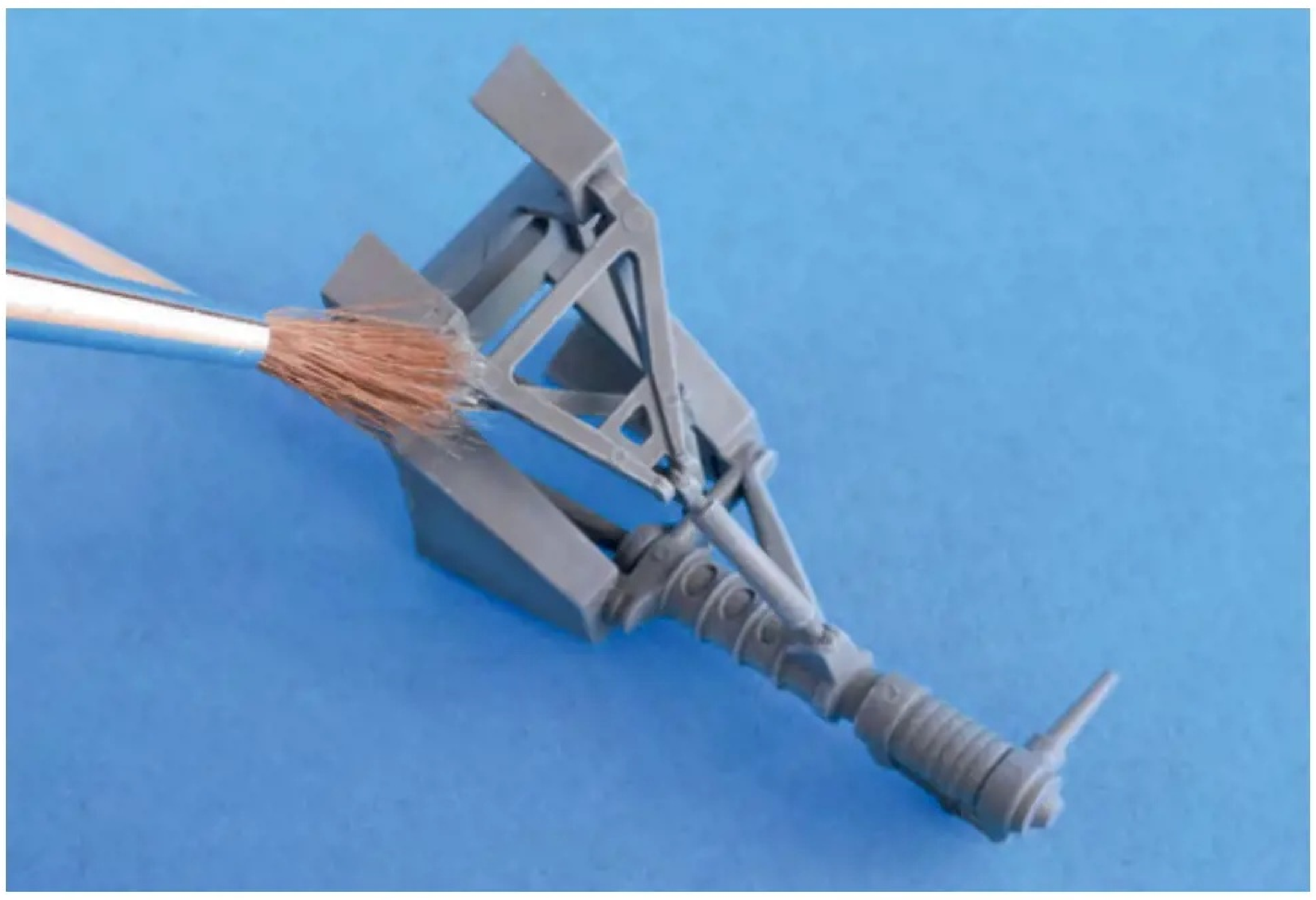
▲ The crew seats are delicate and complex, but lacked seatbelts; Eduard's pre-painted PE harnesses were employed to add refinement.



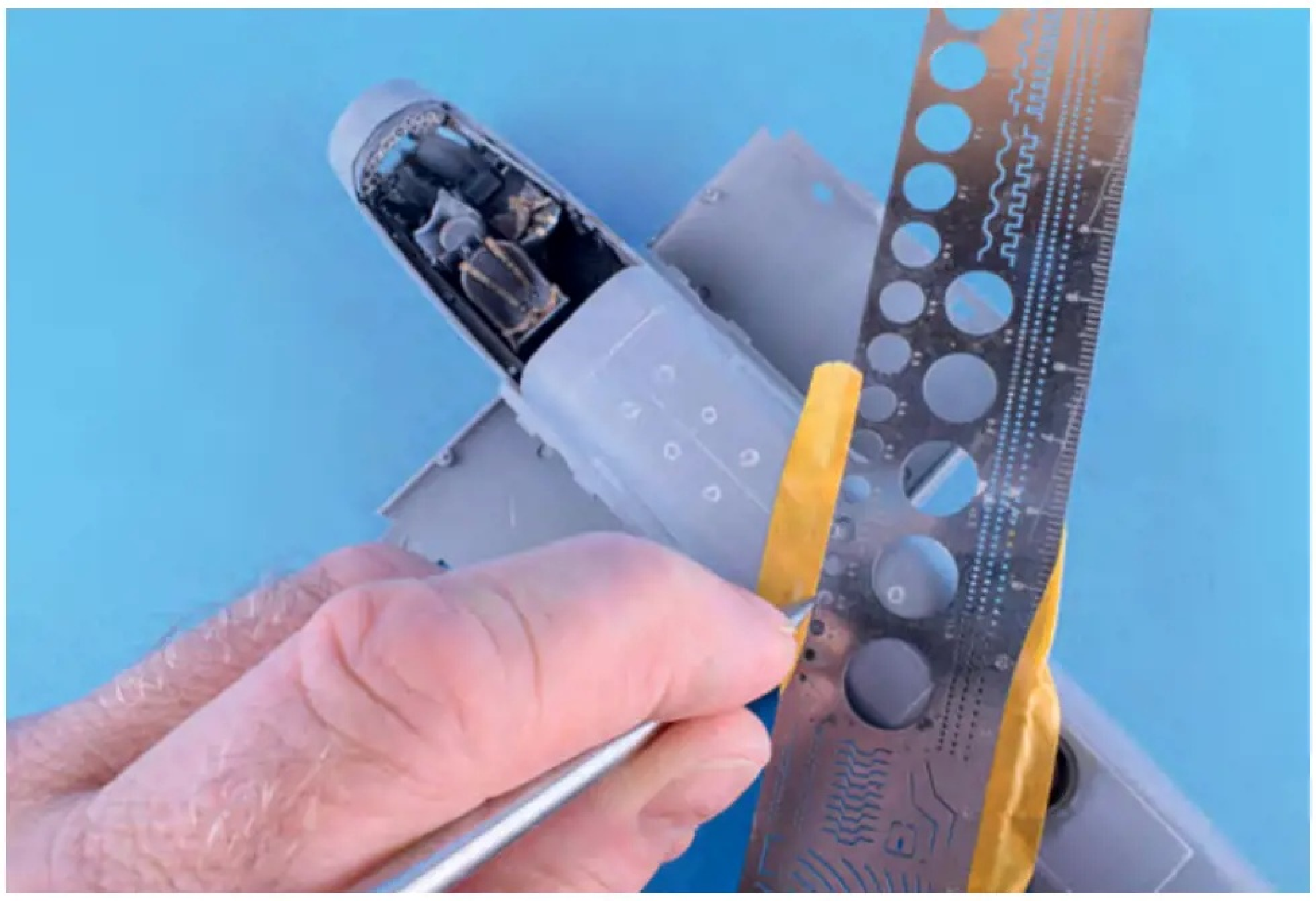
▲ Careful dry-brushing, plus use of a dark brown wash, served to accentuate the detail; here the cockpit floor is being test-fitted against the fuselage.



▲ The finely moulded tyre tread on the mainwheels was lost while sanding the seams, being re-instated via scribing.

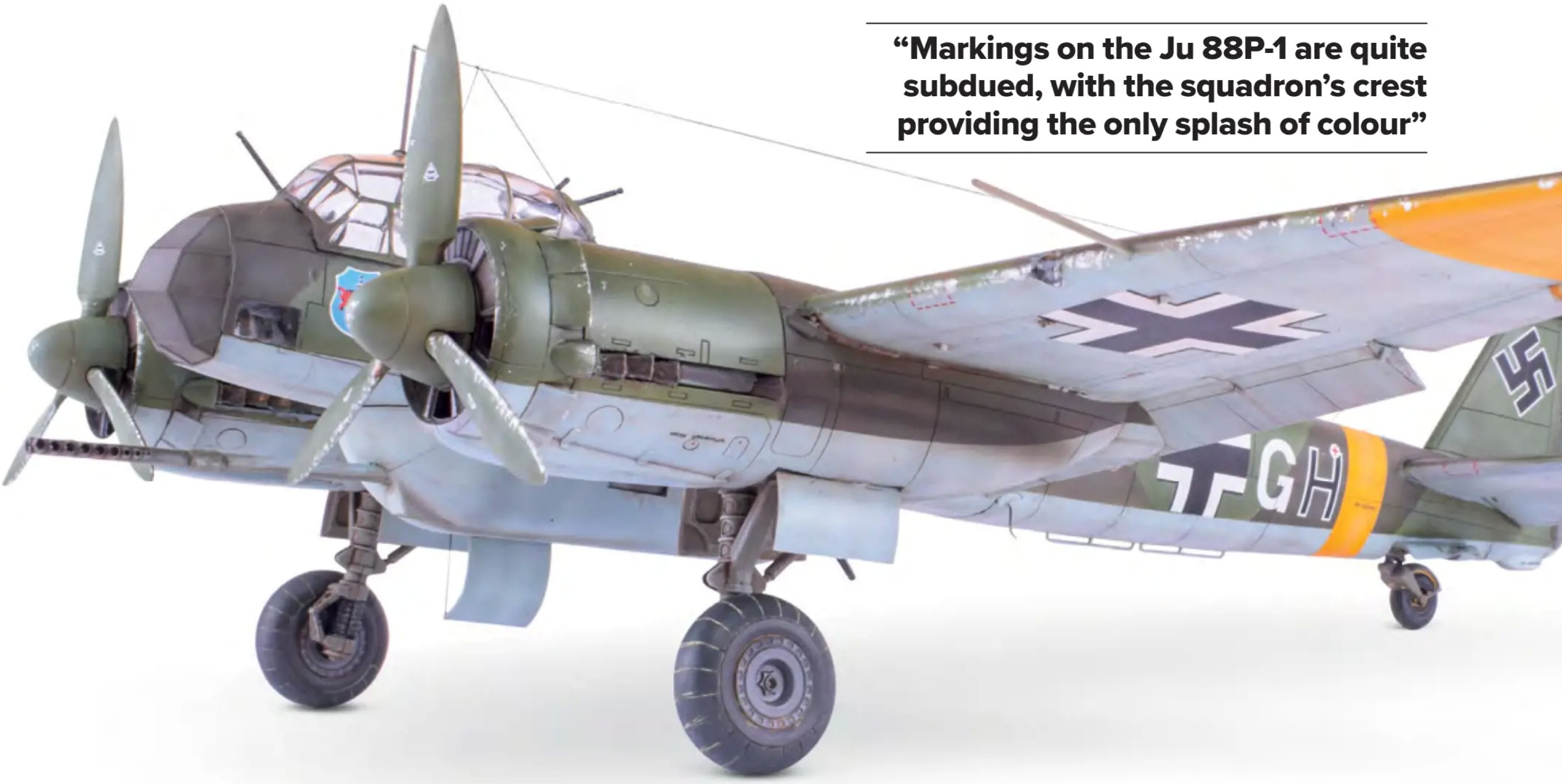


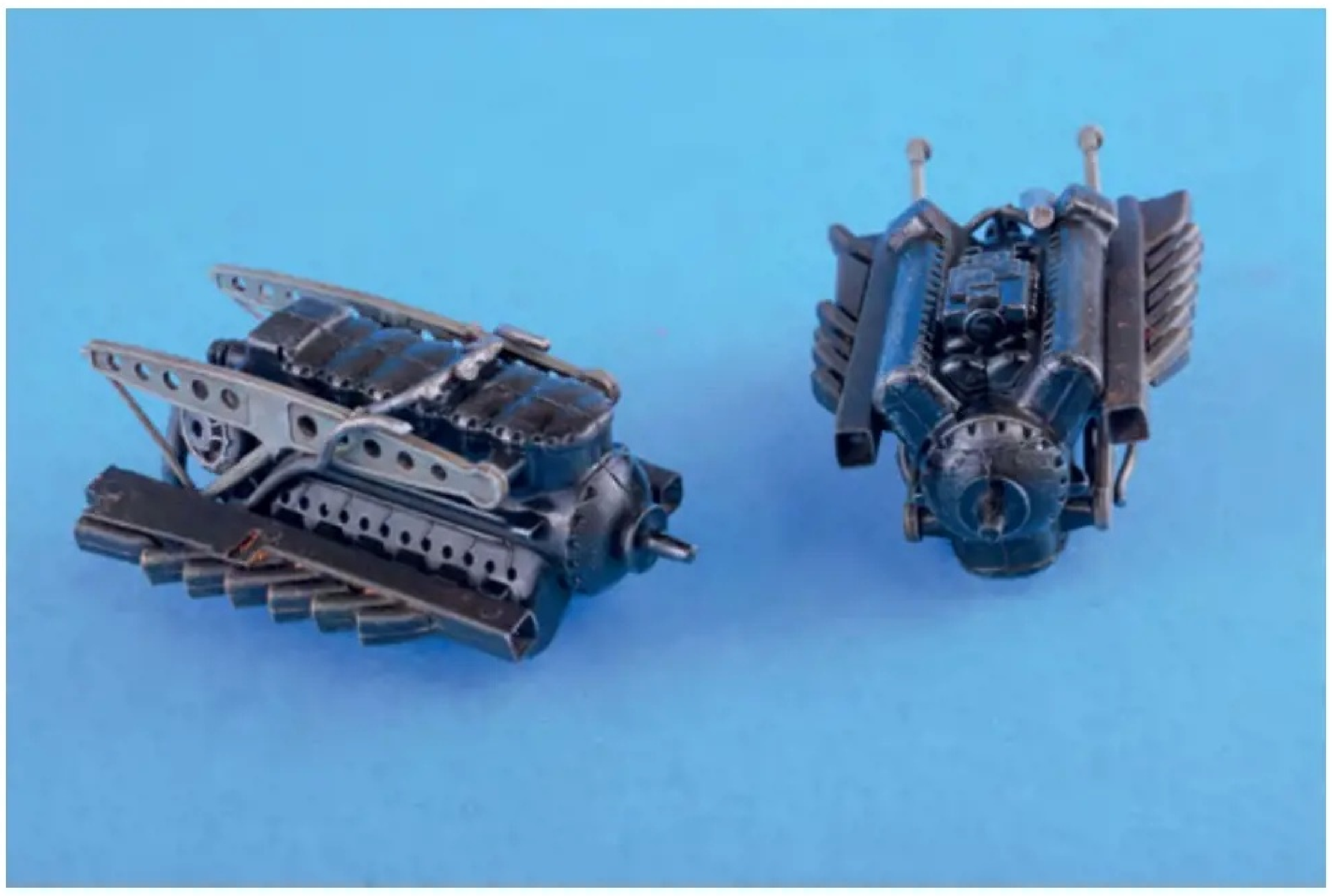
▲ ICM's mainwheel strut is a beefy structure; as with other items, it benefited greatly from careful painting and dry-brushing.



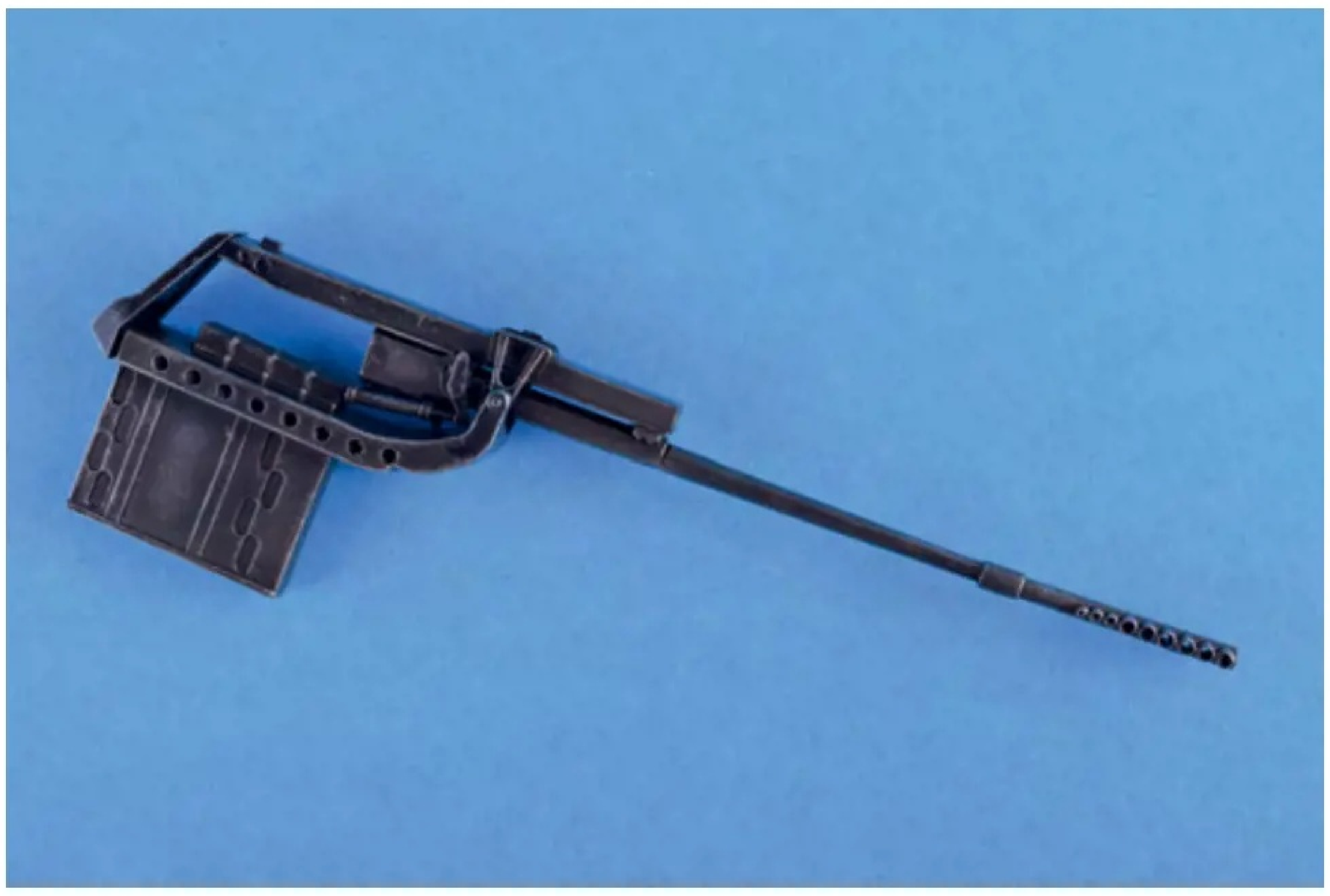
▲ Although minimal sanding was required on the fuselage seams, some of the engraved detail required extra scribing.

> **"Markings on the Ju 88P-1 are quite subdued, with the squadron's crest providing the only splash of colour"**

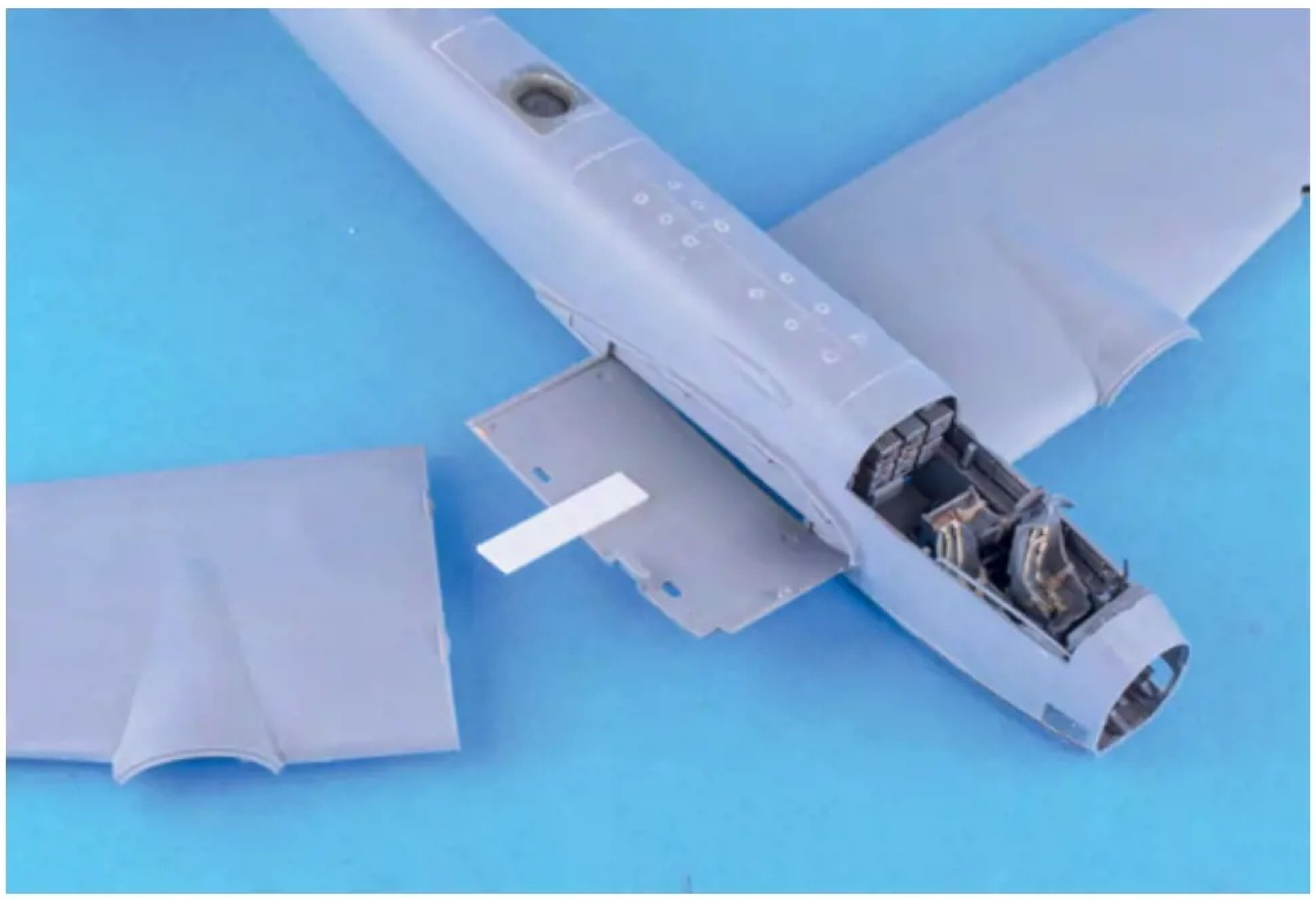




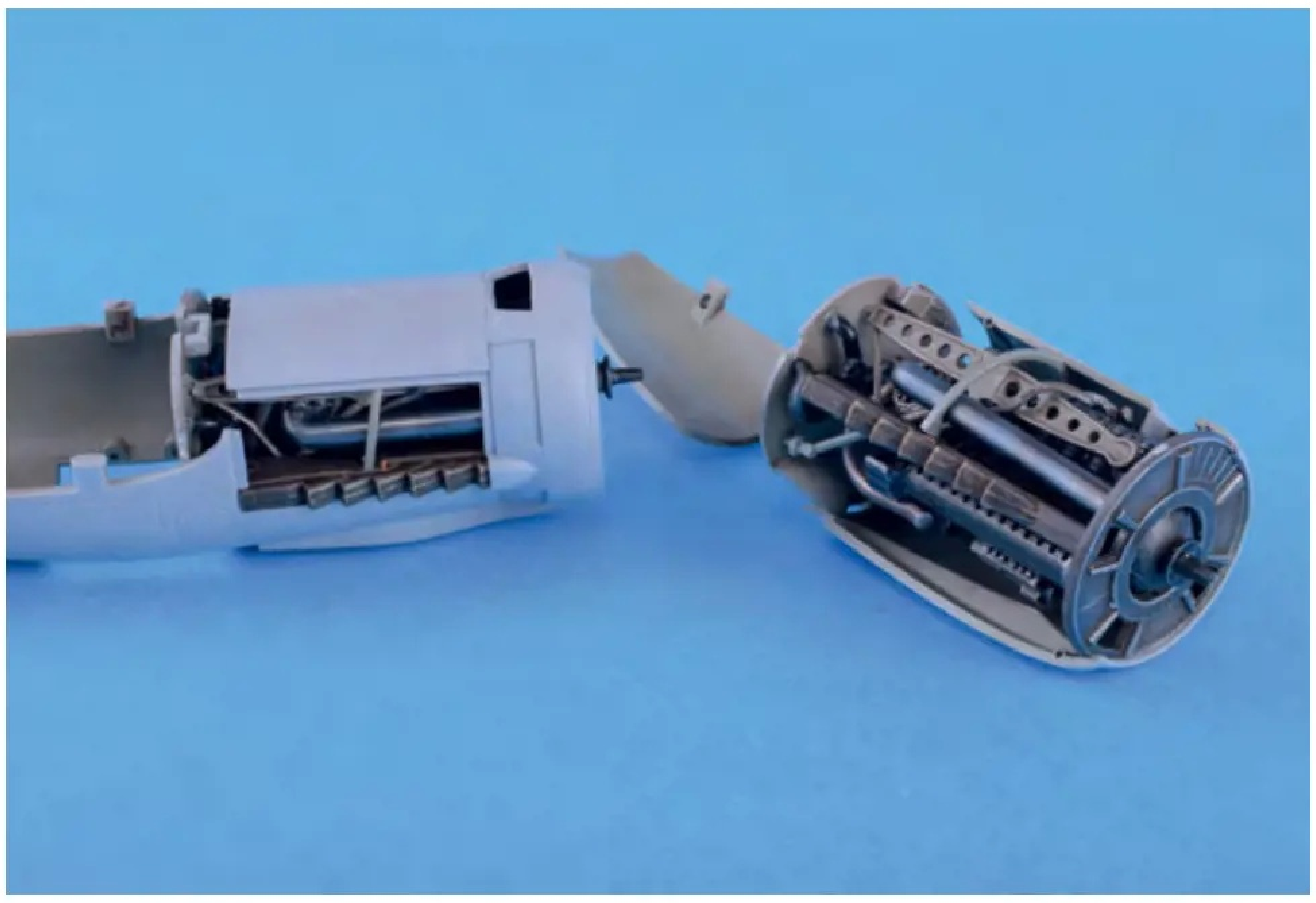
▲ The Jumo J211J engines received an initial gloss black coat, followed by dry-brushing and weathering, mainly on the exposed powerplant.



▲ A similar process was used for the BK 7.5 cannon, which looks rather menacing once painted and weathered.



▲ A 5mm-wide styrene brace was used to help align the lower wing join, also acting to strengthen this seam.



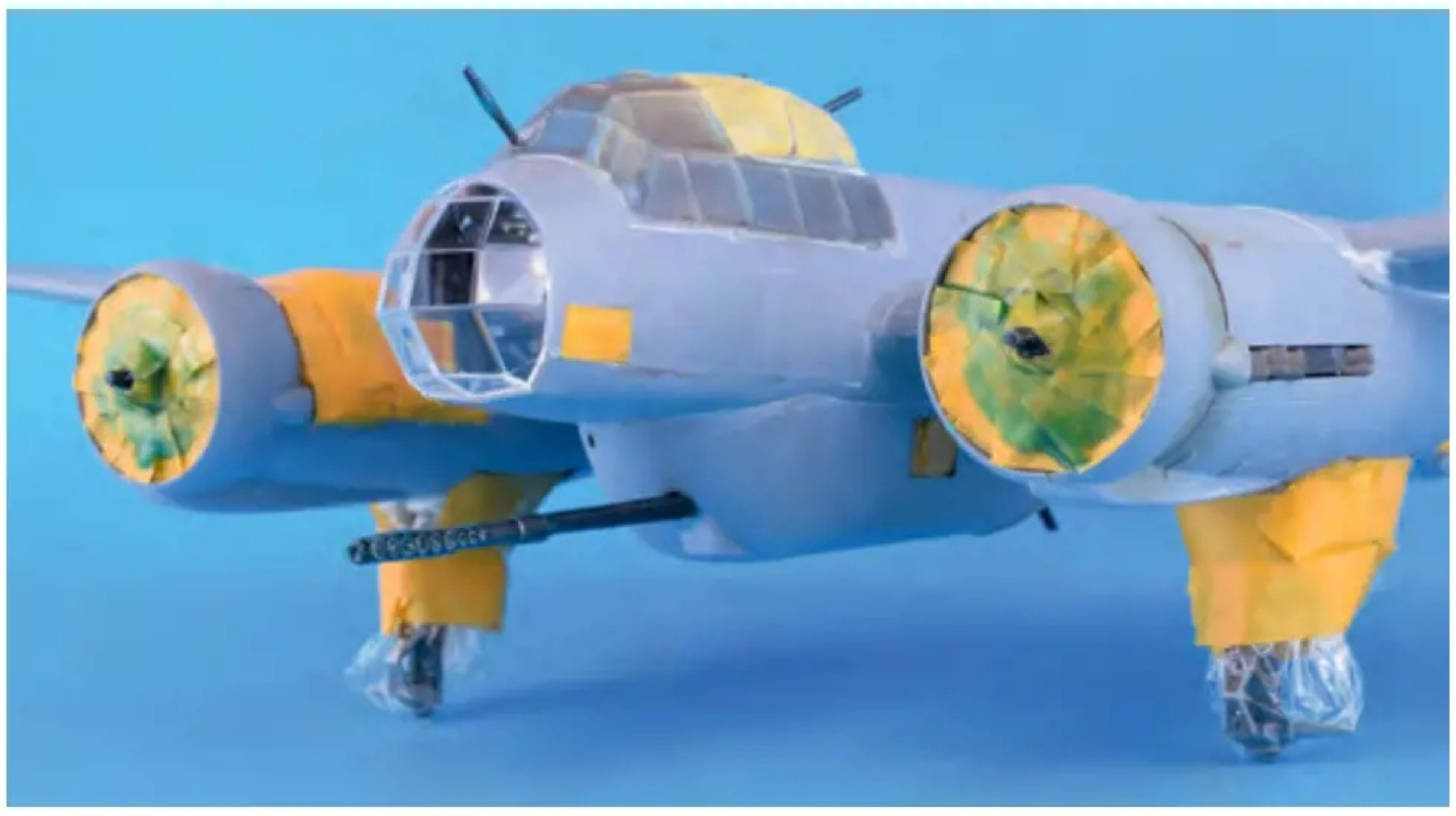
▲ Installing the engines within the cowlings – regardless of whether they would be open/closed – takes time and patience to ensure everything is aligned correctly.

a Swastika is included, but is a two-piece item to comply with legal constraints. Full colour painting and decal placement guides are included in the 20-page instructions, along with a template for canopy masks, which for this build were scanned and cut using a Silhouette printer.

Plan ahead

Having a build strategy is an integral part of modelling, from reading the instructions to identifying sub-assembly build sequences and when it's best to add paint. Although it can often be overlooked in the rush to build a new kit, it makes a big difference when it comes to priming, painting, and detailing.

This project focuses on the earlier test fuselage '+GH' from the Rechlin test site, which featured the original glazed nose. Assembly began with the cockpit, which features detailed small parts visible through the large canopy; construction is well thought out, with panels added to the inside fuselage walls. The rear bulkhead and instrument panel boast plenty of raised detail and must be painted prior to assembly, and a decal applied to the latter for the dials. The seats showcase the intricate adjustment assembly for the frames, which are built around the cockpit floor.

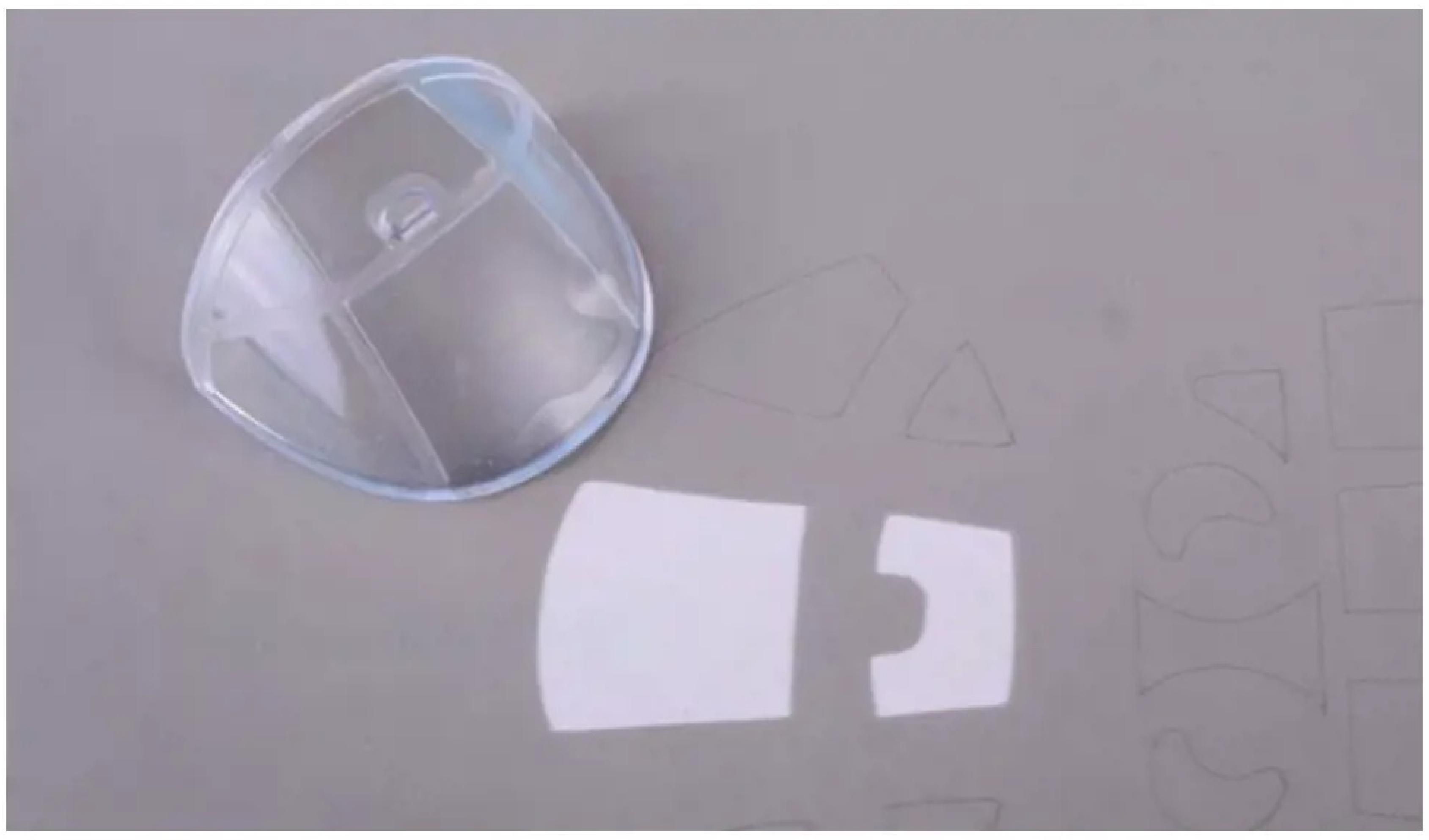


▲ The canopy generally fits well, with just a small amount of filler required to address seam issues; all pre-painted and clear parts were then masked.

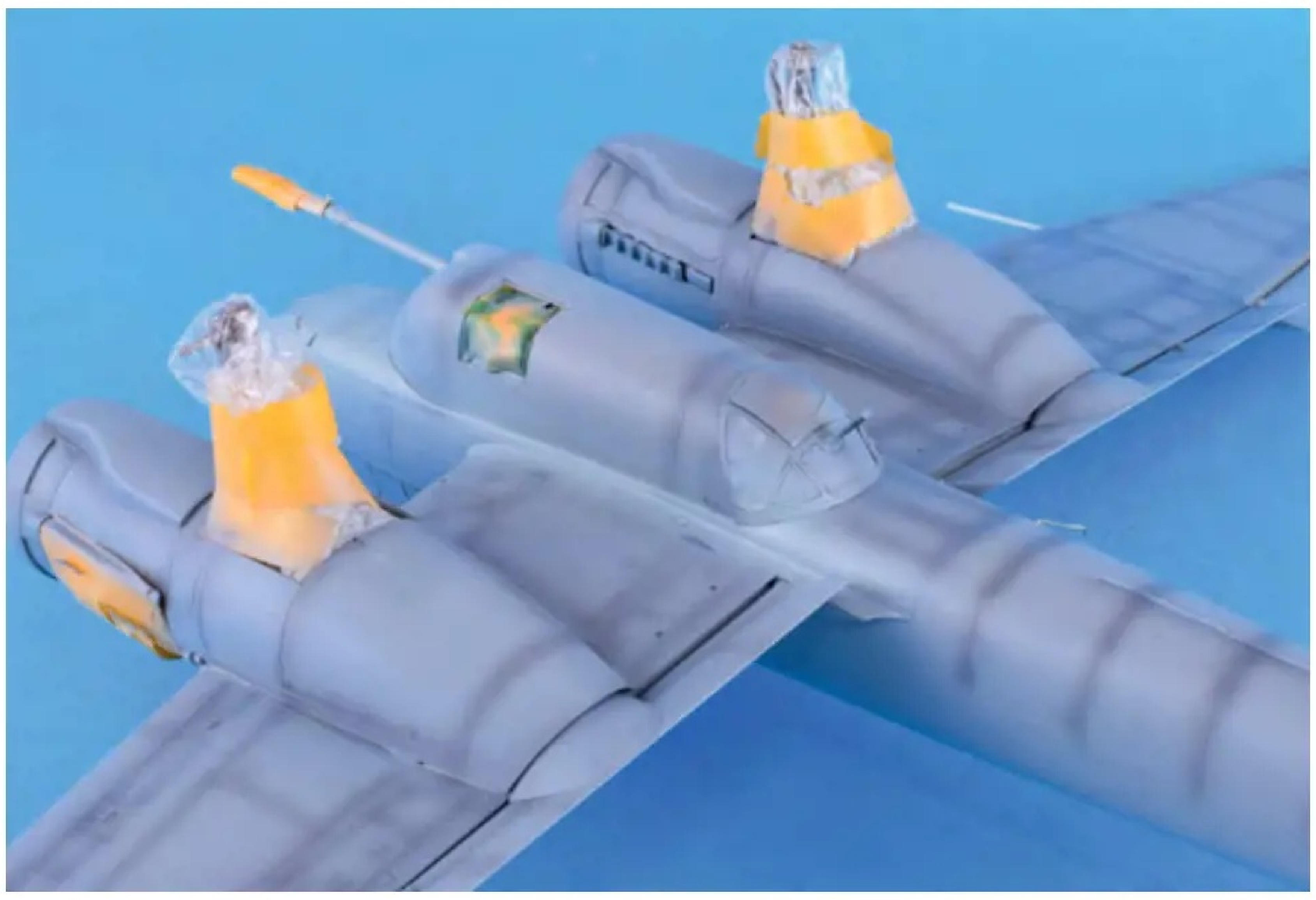
There has been discussion regarding the kit's 'flat' cockpit floor in that it doesn't accurately represent the split floor of the real aircraft, although it doesn't detract from the model's overall appearance. Those wanting a correct interior can either scratch-build the raised section or use the AIMS upgrade set AIMSP48002.

The Jumo 211J engines are beautifully rendered replicas, but just one would be on display for this build. With this in mind, the port powerplant was assembled, while the starboard unit was built without engine mounts or exhausts, as these would be

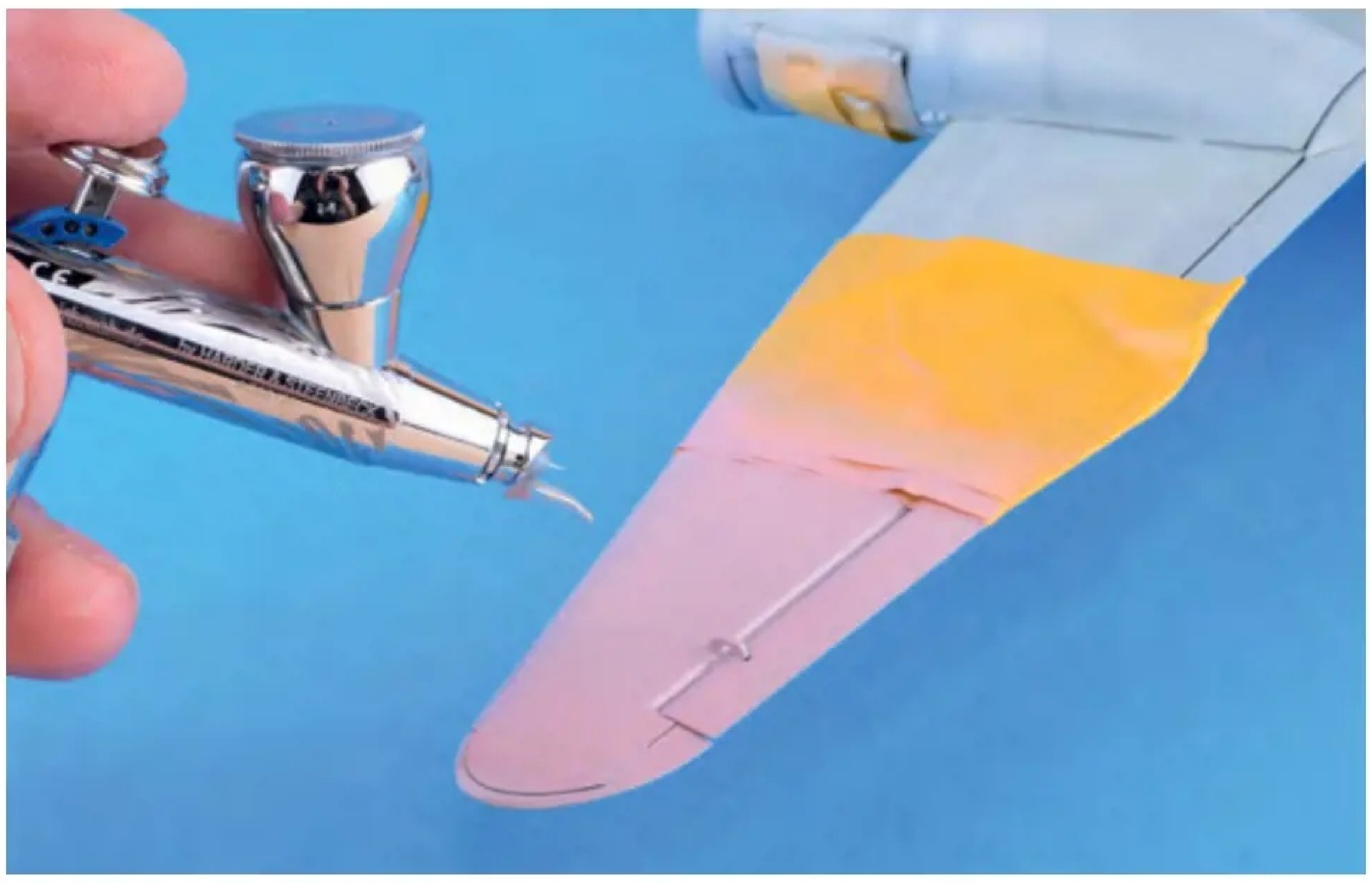
▶



▲ A Silhouette Cameo cutter was used to print a set of masks onto an Oramask 810, after the ICM template was scanned.



▲ Light-grey primer was applied, unifying the finish, after which black pre-shading was airbrushed onto the underside panel lines.



▲ The light blue underside colour was built gradually, after which the wing tips were masked and a pink undercoat sprayed, as a foundation for the yellow.

painted separately before being displayed in situ. Other sub-assemblies completed at this early stage included the undercarriage, 7.5cm cannon plus the other armaments; the machine guns are detailed neatly and were enhanced by drilling the muzzles.

One of the trickiest procedures is joining the upper canopy halves. The saving grace is that the 'cut' is along a main frame, but care is needed when securing them, with AMMO's A.MIG-2031 Ultra Glue preferred. The glazing was then set aside for several days to allow the glue to dry.

Devil in the detail

With the sub-assemblies built, they received Mr. Paint's MRP-132 Fine Surface Primer Grey, providing a consistent surface and 'key' to which the base colours could adhere. It also highlights any imperfections in the moulding (or build) that may need attention before continuing. All the internal surfaces that will be visible once built, including the undercarriage bays, engine cowlings, cockpit bulkhead, instrument panel, and weapons, were also primed.

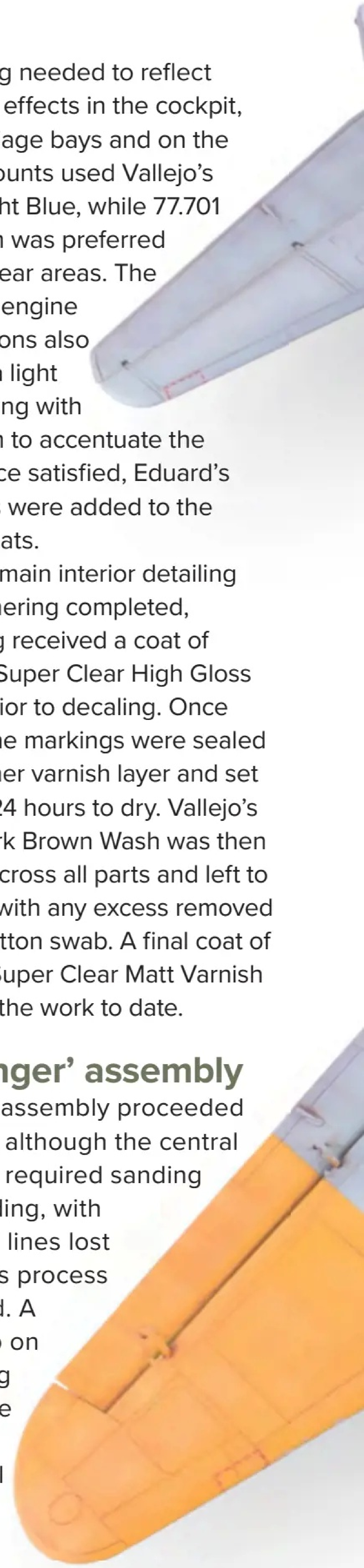
The cockpit was then treated with MRP-113 Dark Sea Grey, followed by post-shading to add depth and contrast, by adding a hint of MRP-004 White to the base colour. This technique was also applied to the interior of the engine cowlings, bulkhead, undercarriage bays, and engine mounts, this time using MRP-050 RLM 02 Grau. The Jumo powerplants were painted with MRP-005 Black, while the exhausts received MRP-148 Exhaust Metal; base coats of MRP-149 Gunmetal were employed for the weapons and radiators. Next, the wheels were sprayed with MRP-173 Tyre Rubber, but not before considerable re-scribing to restore tread detail lost during assembly. Small parts were then painted and detailed according to the colour callouts, including the upper-fuselage direction-finding antenna, which was airbrushed with MRP-008 Duraluminium.

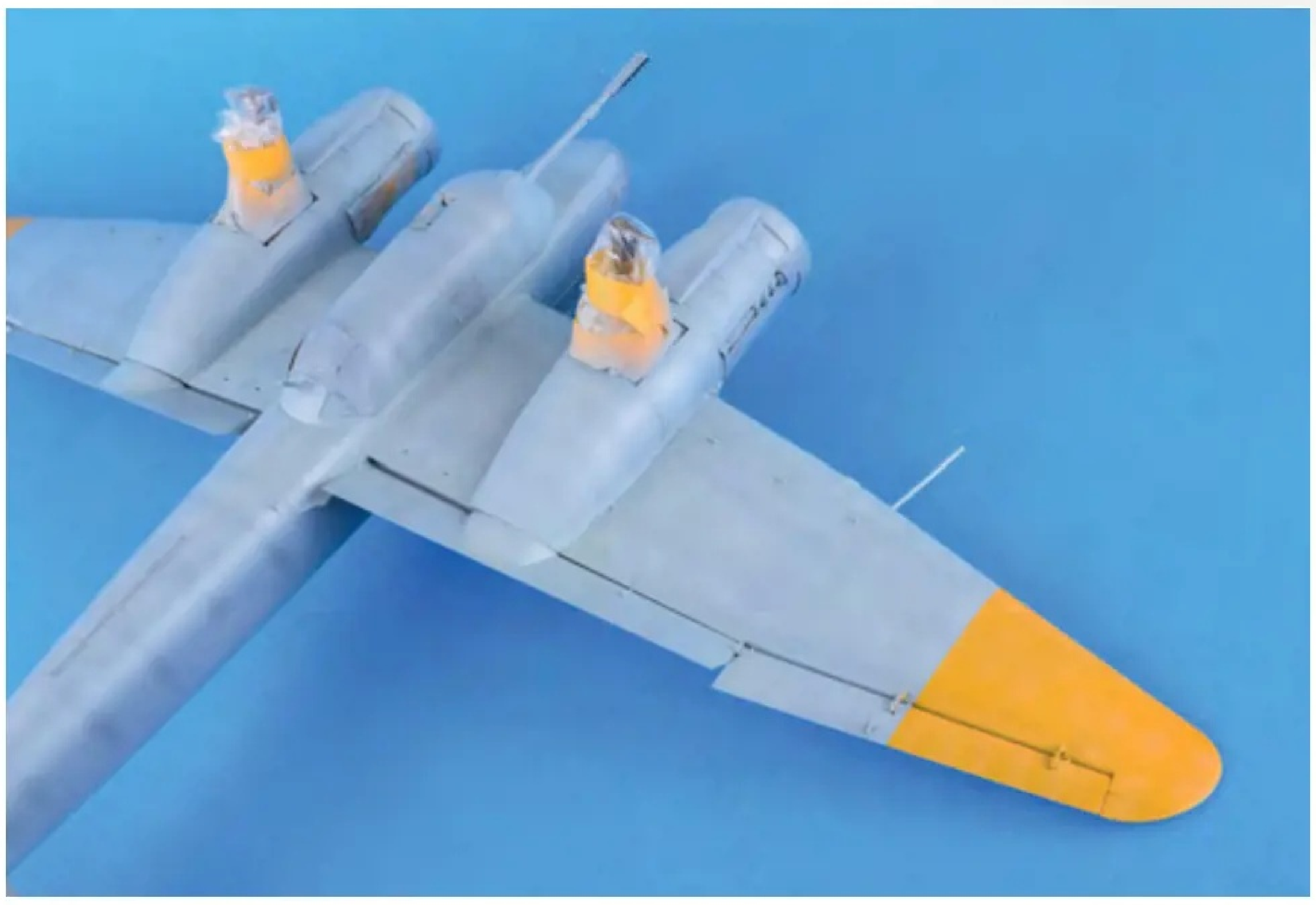
Dry-brushing was used on the raised detail to create a subtle worn appearance. As this was a test airframe and would have been well-maintained, the weathering needed to reflect this. Initial effects in the cockpit, undercarriage bays and on the engine mounts used Vallejo's 71.257 Light Blue, while 77.701 Aluminium was preferred on high-wear areas. The starboard engine and weapons also received a light dry-brushing with Aluminium to accentuate the detail. Once satisfied, Eduard's harnesses were added to the cockpit seats.

With the main interior detailing and weathering completed, everything received a coat of MRP-279 Super Clear High Gloss Varnish prior to decaling. Once applied, the markings were sealed with another varnish layer and set aside for 24 hours to dry. Vallejo's 76.514 Dark Brown Wash was then brushed across all parts and left to semi-dry, with any excess removed using a cotton swab. A final coat of MRP-127 Super Clear Matt Varnish sealed all the work to date.

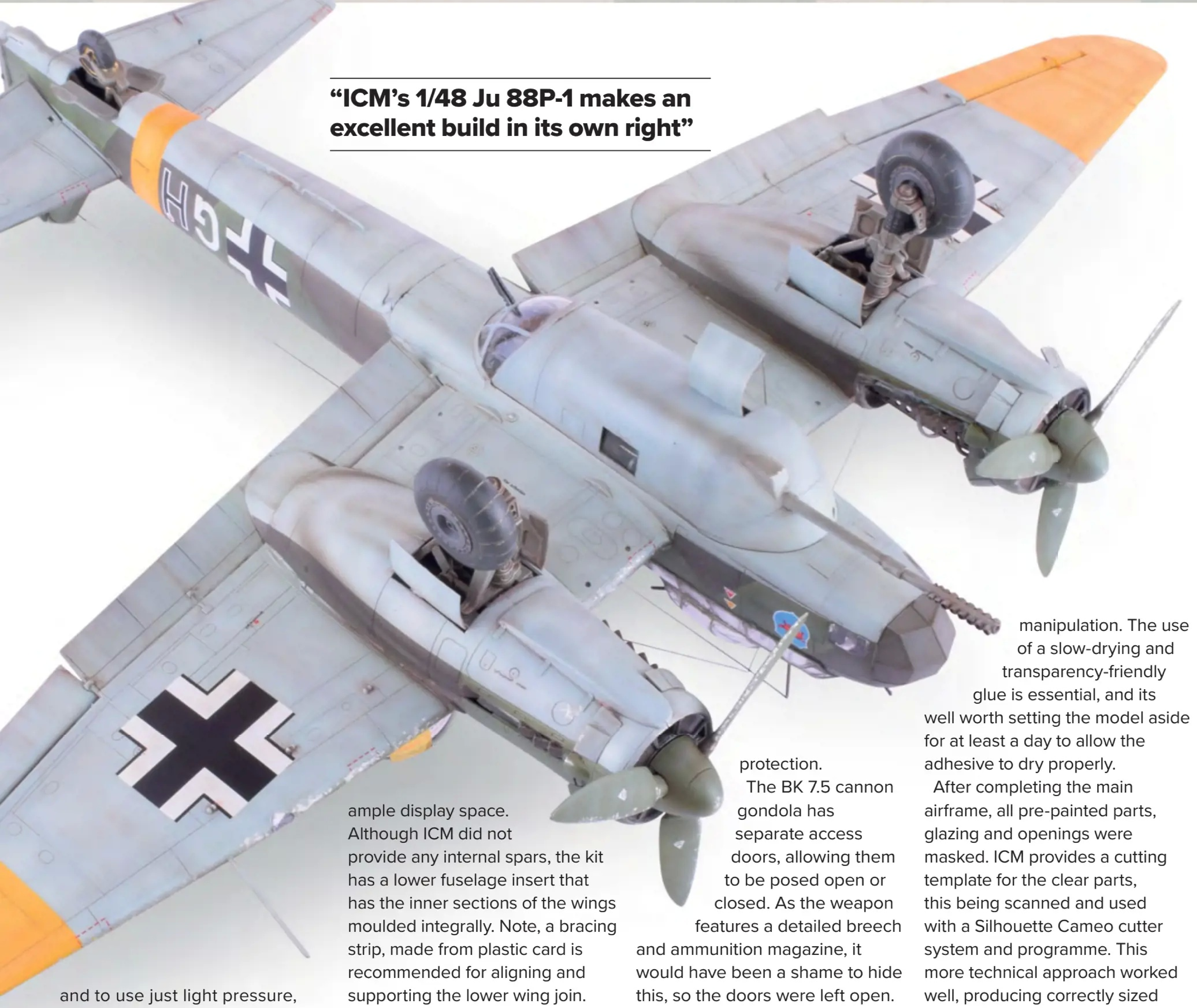
'Dreifinger' assembly

Fuselage assembly proceeded smoothly, although the central seam line required sanding and blending, with any panel lines lost during this process re-scribed. A helpful tip on re-scribing is to tackle this after the model has been primed





▲ Marking Yellow was duly airbrushed over the pink; this approach ensured a deeper tone to the colour. The whole lower fuselage was then masked.



> **"ICM's 1/48 Ju 88P-1 makes an excellent build in its own right"**

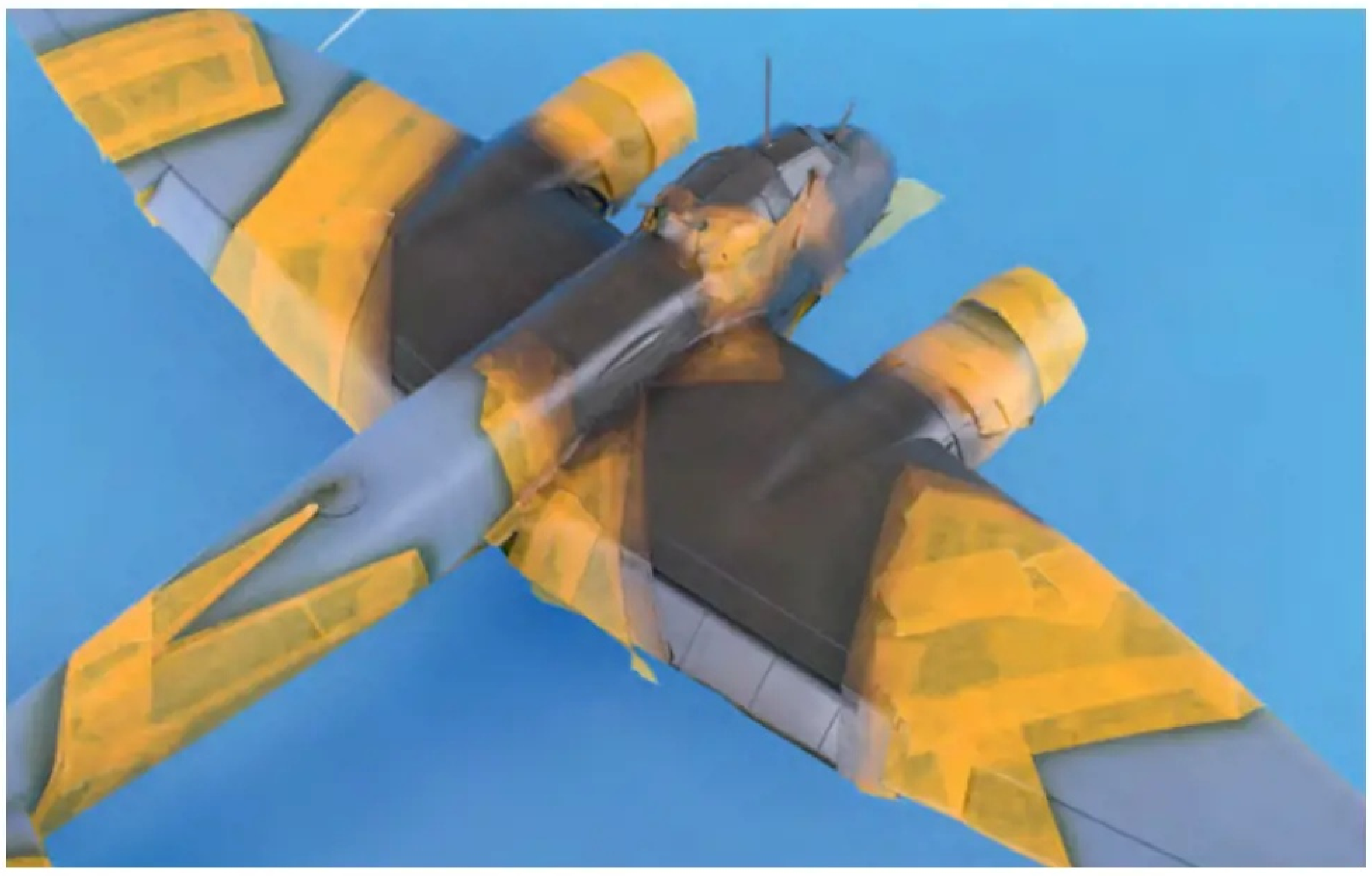
and to use just light pressure, otherwise the lines can appear overscale, contrasting strongly with the surrounding areas.

The wings of this model are surprisingly long and will require ample display space. Although ICM did not provide any internal spars, the kit has a lower fuselage insert that has the inner sections of the wings moulded integrally. Note, a bracing strip, made from plastic card is recommended for aligning and supporting the lower wing join. Another idiosyncrasy of this kit is that the undercarriage must be fitted prior to the engine nacelles being attached, meaning these will require careful masking and protection.

The BK 7.5 cannon gondola has separate access doors, allowing them to be posed open or closed. As the weapon features a detailed breech and ammunition magazine, it would have been a shame to hide this, so the doors were left open.

Little adjustment was required during the build, due to the generally excellent fit, although the canopy was challenging, requiring considerable manipulation. The use of a slow-drying and transparency-friendly glue is essential, and its well worth setting the model aside for at least a day to allow the adhesive to dry properly.

After completing the main airframe, all pre-painted parts, glazing and openings were masked. ICM provides a cutting template for the clear parts, this being scanned and used with a Silhouette Cameo cutter system and programme. This more technical approach worked well, producing correctly sized masks. Without such a system, an aftermarket set is recommended for this kit due to the complex framing, which would make manual masking laborious. ▶



▲ An outline of the splinter pattern was outlined with the lighter green tone. Once dry, the demarcations were set with masking tape and the darker green shade sprayed.

▲ Post-shading was added by lightening the base tones slightly – this added further tonal variation to the scheme.

Grey primer was used, highlighting any imperfections and/or seams, with remedial work carried out where necessary.

Splinter pattern

The 1943 Luftwaffe camouflage for the Ju 88P-1 featured a standard two-tone splinter pattern with a light blue lower fuselage. After applying primer, it was sanded lightly, after which smaller items – such as aerials and actuators – were added, these being primed in turn.

Just the lower fuselage received MRP-005 Black as a pre-shade, as the upper surface colours were too dark.

Mr. Paint's MRP-066 RLM 76 Lichtblau is a semi-opaque lacquer, allowing modellers to manage the depth of colour according to personal preference. Post-shading effects were added, enhancing the tonal depth as part of the weathering process. The lower fuselage was duly masked after the paint had hardened.

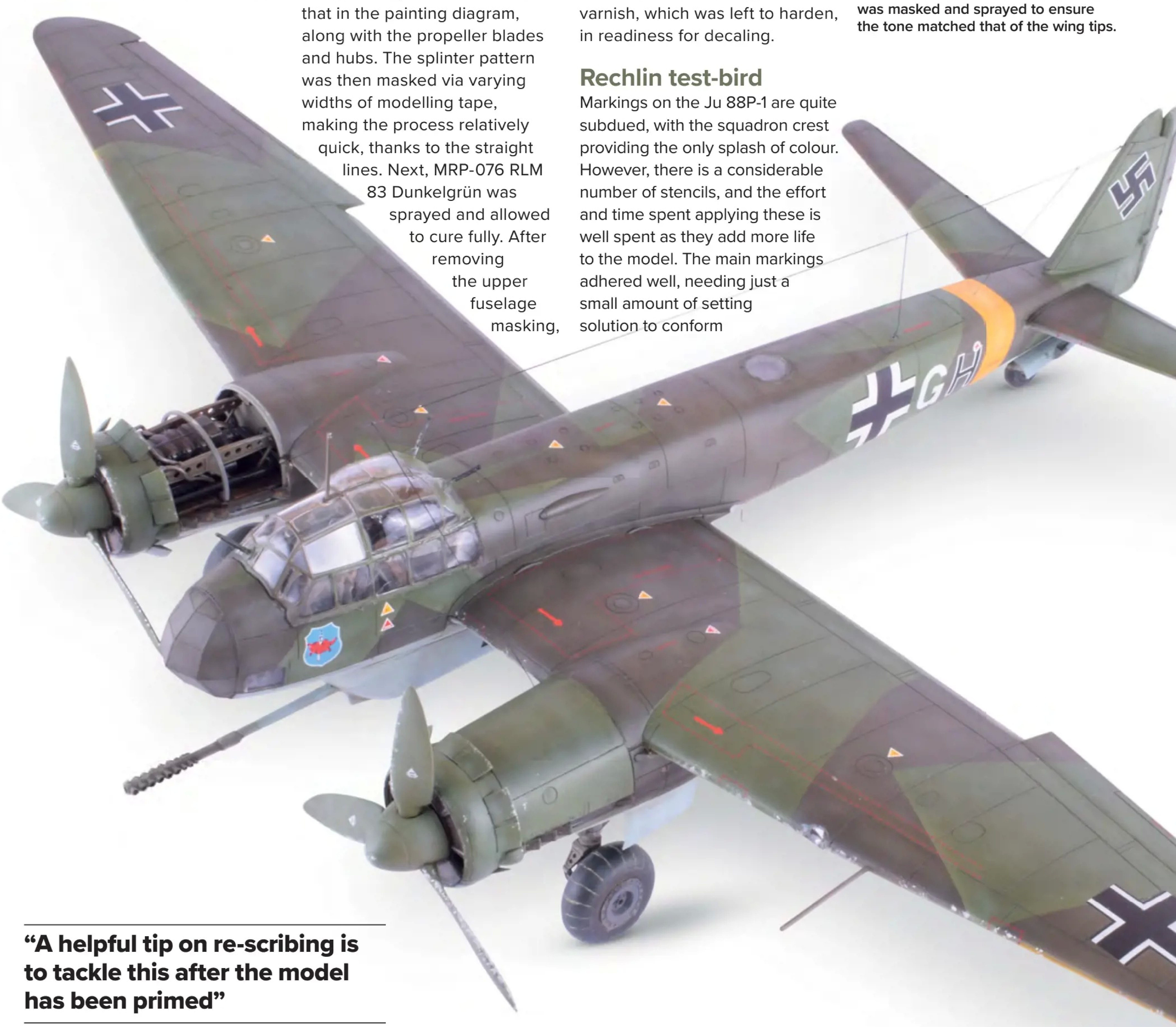
A general rule of thumb is to apply the lighter colour of any camouflage first, so MRP-071 RLM 82 Hellgrün was sprayed in a general pattern to match that in the painting diagram, along with the propeller blades and hubs. The splinter pattern was then masked via varying widths of modelling tape, making the process relatively quick, thanks to the straight lines. Next, MRP-076 RLM 83 Dunkelgrün was sprayed and allowed to cure fully. After removing the upper fuselage masking, post-shading was completed as per the undersides.

The final step was to add the yellow wing tips and fuselage band. Yellow is a difficult colour to apply and a pink base is recommended to provide better depth to the final shade; here MRP-355 Pink was used. Once the base had dried, MRP-224 Yellow was added. Being a light colour, it was essential to ensure the masking around these areas was sealed properly, with tape edges being burnished with a cocktail stick. The entire model was then sealed with gloss varnish, which was left to harden, in readiness for decaling.

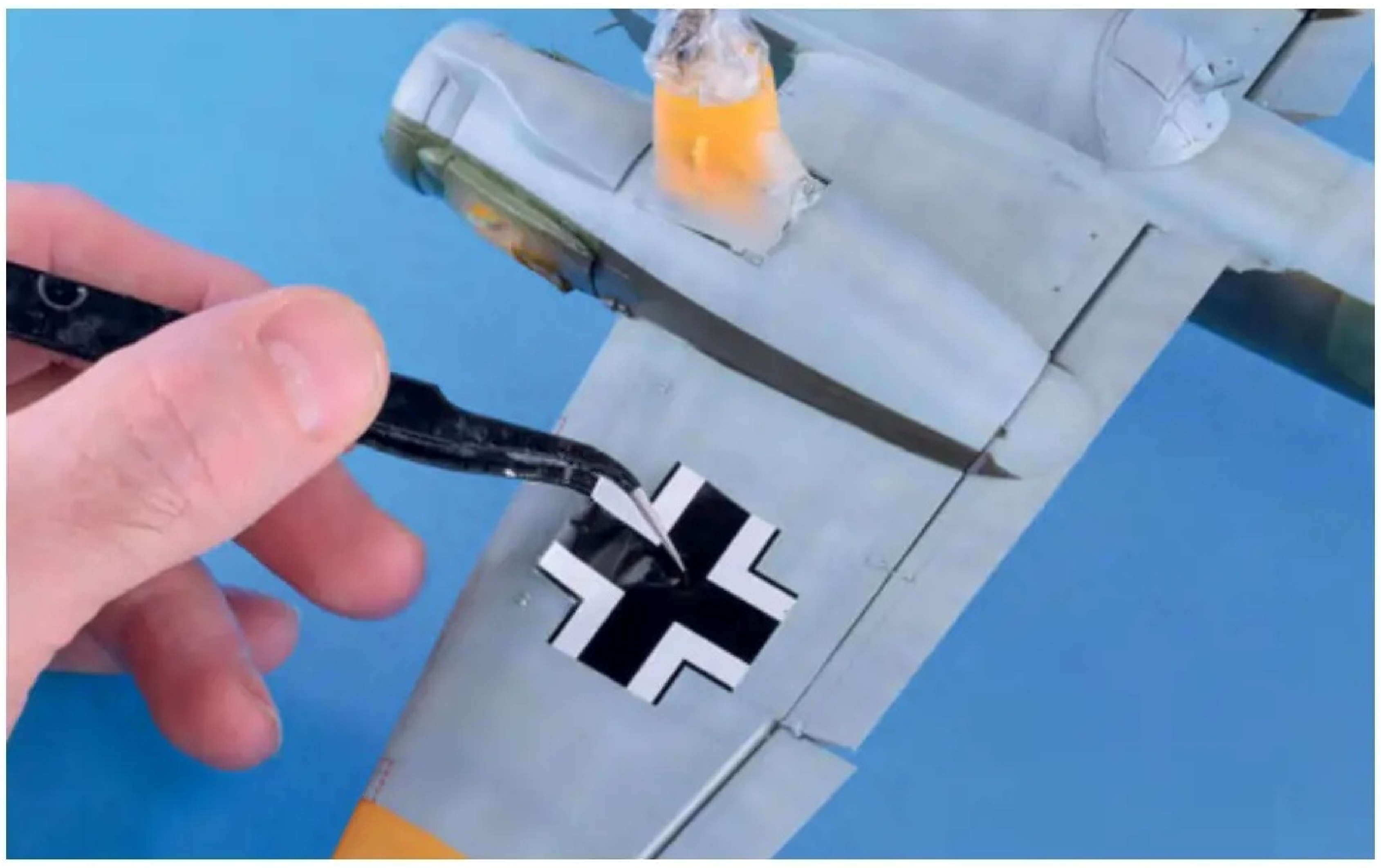
Rechlin test-bird

Markings on the Ju 88P-1 are quite subdued, with the squadron crest providing the only splash of colour. However, there is a considerable number of stencils, and the effort and time spent applying these is well spent as they add more life to the model. The main markings adhered well, needing just a small amount of setting solution to conform

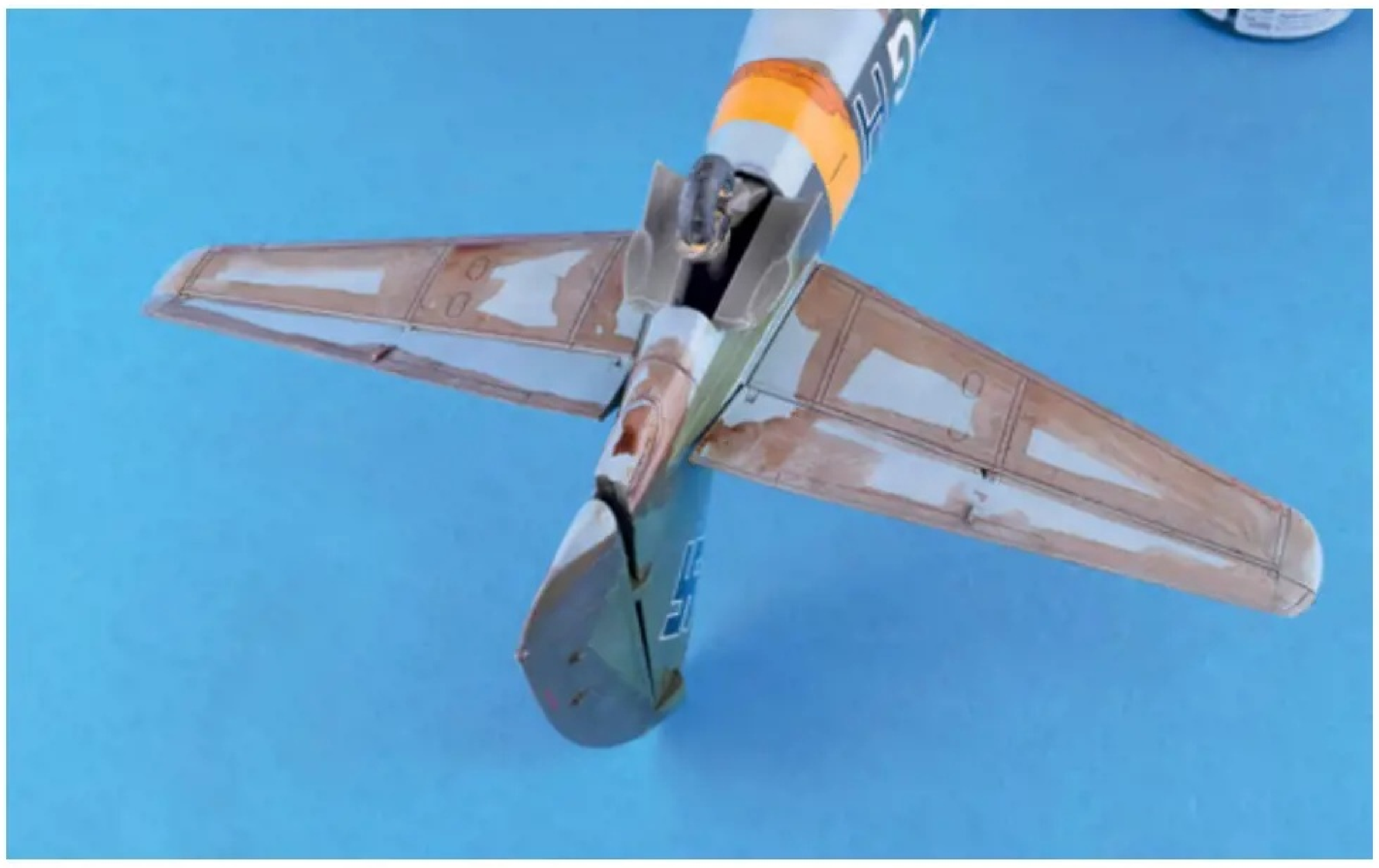
▲ ICM provides a decal for the yellow theatre fuselage band, although here it was masked and sprayed to ensure the tone matched that of the wing tips.



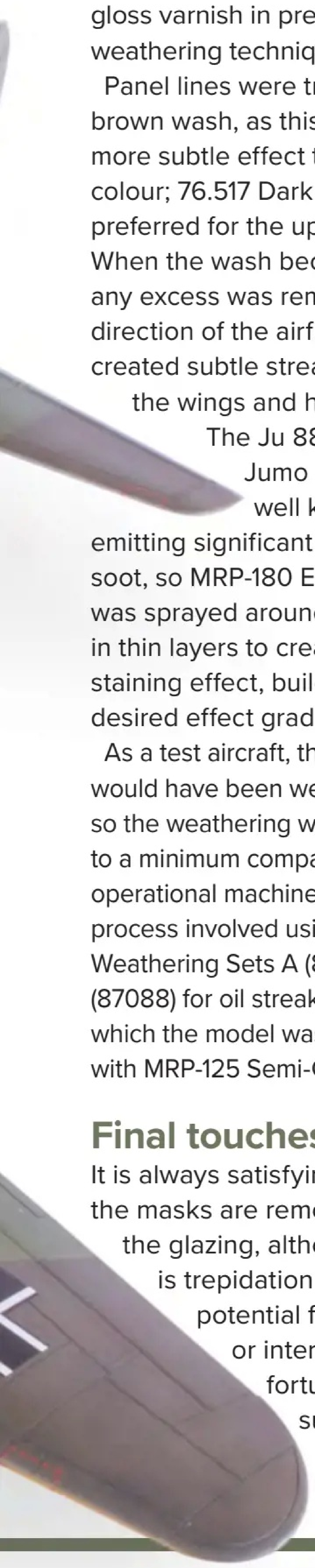
"A helpful tip on re-scribing is to tackle this after the model has been primed"



▲ Decaling was straightforward, although setting solution was used to ensure the markings adhered to the recessed surface detail.



▲ Decals were sealed via gloss varnish, after which dark brown and dark grey panel line washes were used for the undersides and upper surfaces.



to the underlying detail. After all the decals were in place, the model received a light coat of gloss varnish in preparation for weathering techniques.

Panel lines were treated with a brown wash, as this provided a more subtle effect than a darker colour; 76.517 Dark Grey was preferred for the upper surfaces. When the wash became tacky, any excess was removed in the direction of the airflow, which created subtle streaking effects on the wings and high-flow areas.

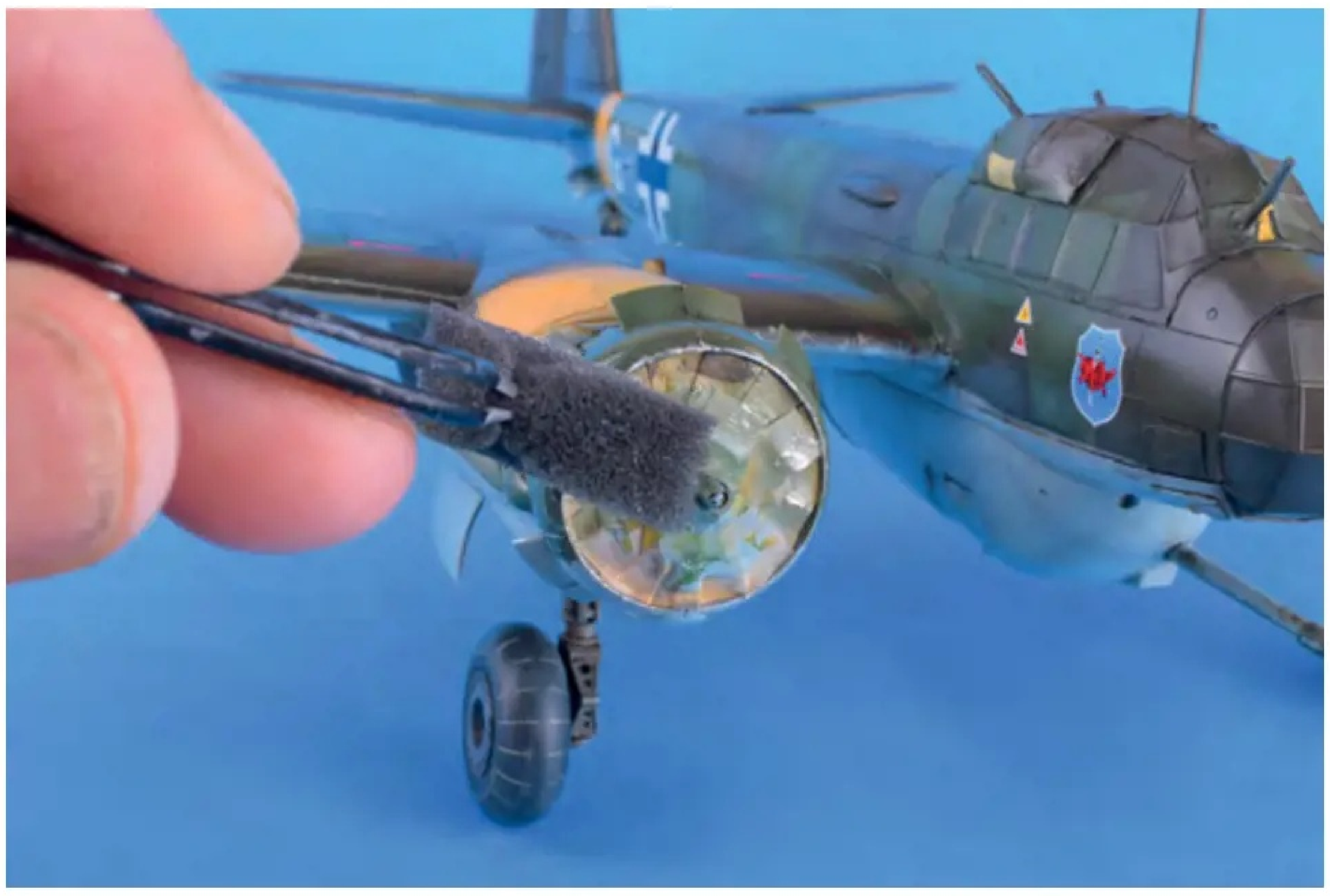
The Ju 88's powerful Jumo engines were well known for emitting significant amounts of soot, so MRP-180 Exhaust Soot was sprayed around the nacelles in thin layers to create a realistic staining effect, building the desired effect gradually.

As a test aircraft, the Ju 88P-1 would have been well-maintained, so the weathering was kept to a minimum compared to an operational machine. The final process involved using Tamiya Weathering Sets A (87079) and D (87088) for oil streaks and dust, after which the model was then sealed with MRP-125 Semi-Gloss Varnish.

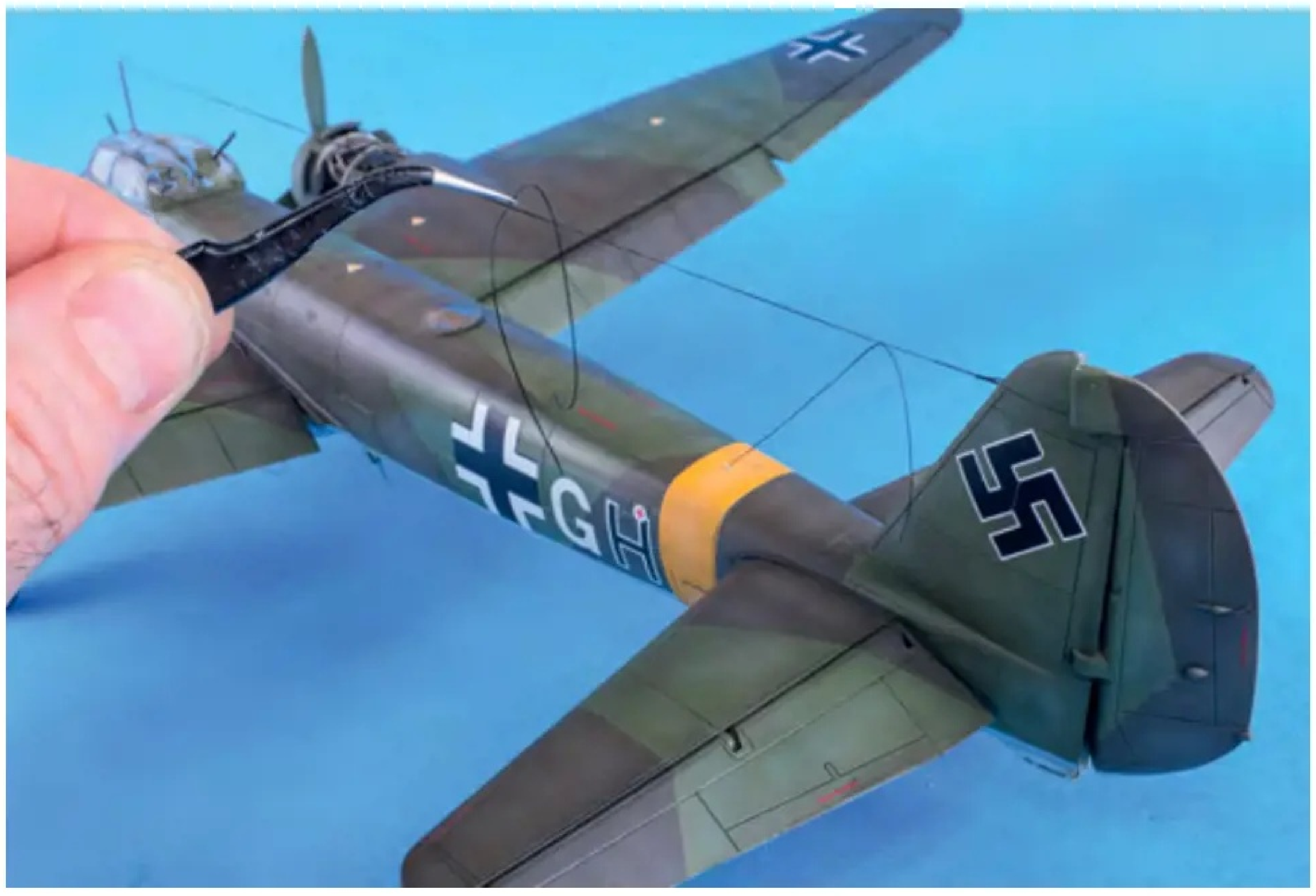
Final touches

It is always satisfying when the masks are removed from the glazing, although there is trepidation over the potential for paint bleeds or internal 'fogging'... fortunately, no such problems arose here. With no need to touch-up paintwork, attention turned to the final fittings, such as the aerial wire from the antenna mast to the tail, with small holes pre-drilled to allow the attachment cables greater purchase. Thin elasticated rigging works well, as it provides a degree of tension and prevents sagging, being secured with superglue via a cocktail stick.

Having built several of ICM's current kits, I've found that they share several outstanding features, namely good detail, fine recessed panel lines and generally superb fit; they also come with plenty of parts, requiring care and patience during assembly. Dry-fitting of major sub-assemblies is highly recommended to ensure best results. ICM's 1/48 Ju 88P-1 makes an excellent build in its own right or can be embellished by any modeller who wants to add further detail. The real aircraft may not have realised its full combat potential, but this kit certainly does, delivering a rewarding and enjoyable build.



▲ The sponge technique – dipping a piece of foam into paint then almost removing the excess – was used for a subtle chipping effect on leading edges.



▲ Lengths of 0.2mm elasticated thread were used for the main radio antenna and other aerials.

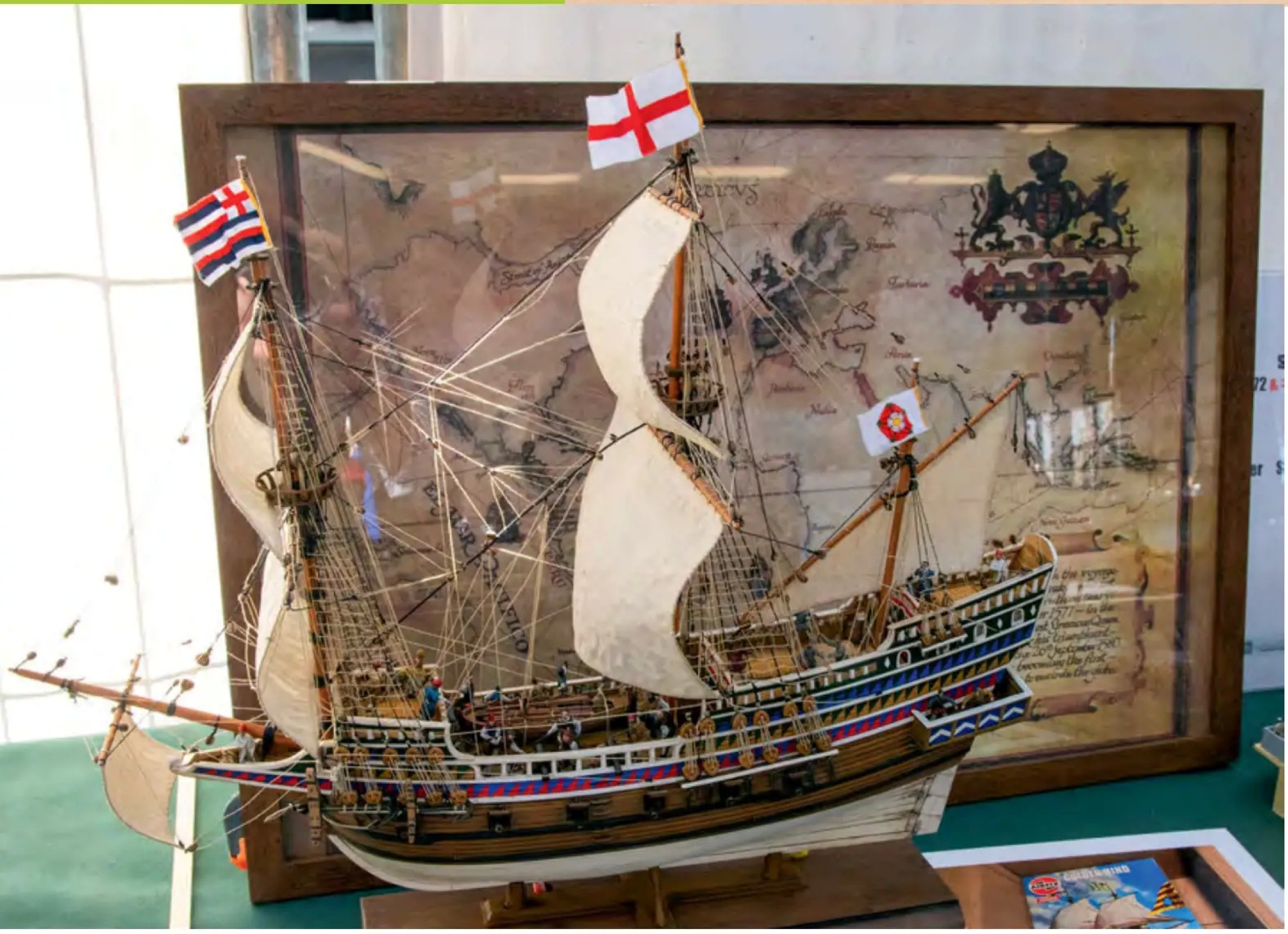
MATERIALS AT A GLANCE

AMMO (www.migjimenez.com)
A.MIG-2031 Ultra Glue

Mr. Paint (www.mrpaint.sk)
MRP-004 White
MRP-005 Black
MRP-008 Duraluminium
MRP-050 RLM 02 Grau
MRP-113 Dark Sea Grey
MRP-125 Semi-Gloss Varnish
MRP-127 Super Clear Matt Varnish
MRP-132 Fine Surface Primer Grey
MRP-148 Exhaust Metal
MRP-149 Gunmetal
MRP-173 Tyre Rubber
MRP-279 Super Clear High Gloss Varnish
MRP-066 RLM 76 Lichtblau
MRP-071 RLM 82 Hellgrün
MRP-076 RLM 83 Dunkelgrün
MRP-355 Pink

Tamiya (www.hobbyco.net)
87079 Weathering Set A
87088 Weathering Set D

Vallejo (www.creativemodels.co.uk)
71.257 Light Blue
76.514 Dark Brown Wash
76.517 Dark Grey
77.701 Aluminium



This Airfix Vintage Classics 1/72 *Golden Hind* was built and detailed by Roland Heiler, the display including a framed map of the sailing ship's most famous voyage.

Modelling masterpieces

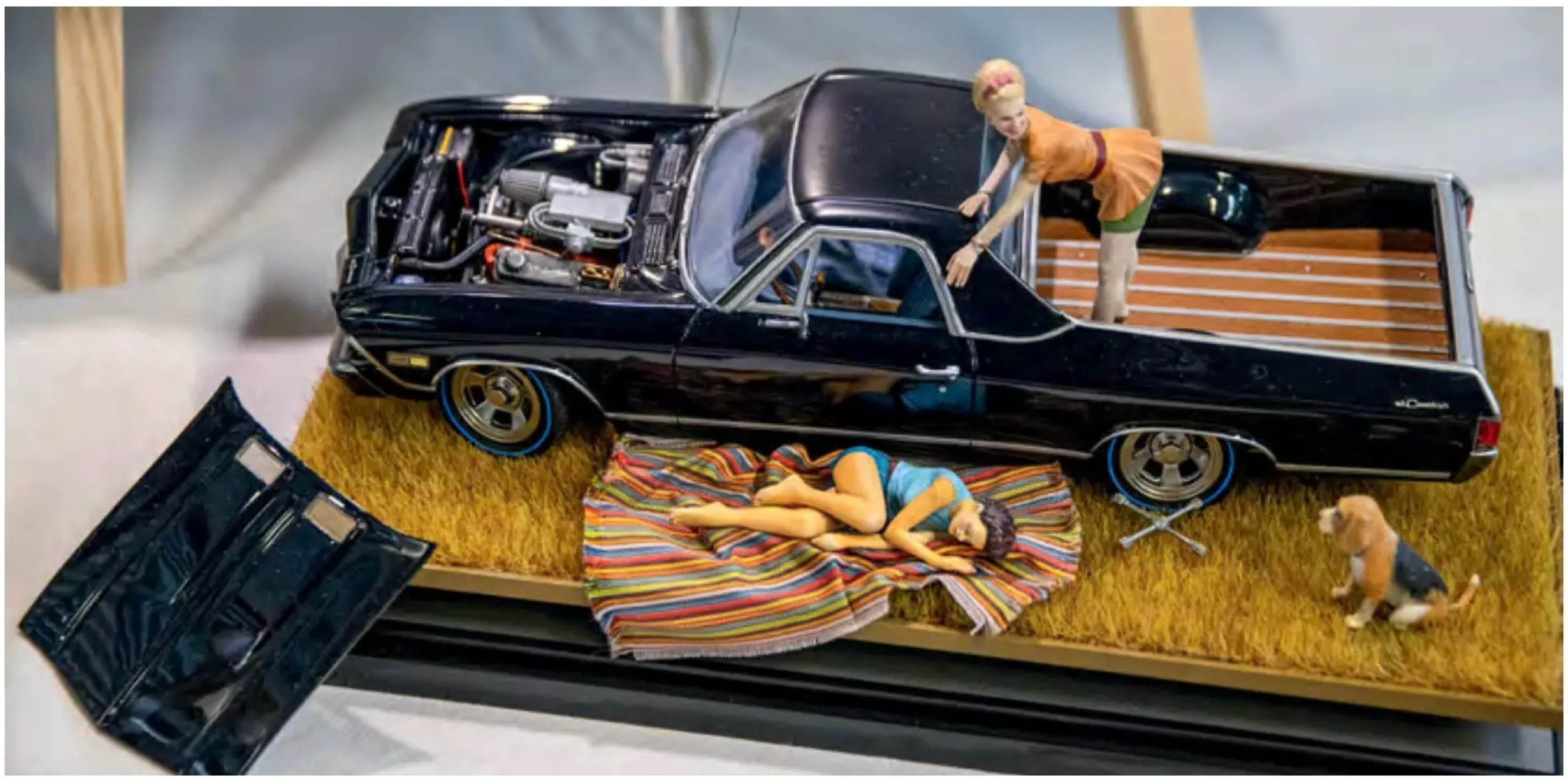
The Gold Edition of Euro Model Expo was held on the weekend of March 29-30, in Lingen, Germany. For this author, that's 'just around the corner' so after a quick trip I found myself again among a great exhibition.

Entering the first hall on the right is where you can find the competition area; categories being divided between 'beginner', 'standard' and 'expert', but the quality of the models was just jaw-dropping, no matter where you looked. A little corner was dedicated to 'toon' and 'egg-scale' builds… somehow I have a feeling this might grow in future years. Chema Martinez Fernandez deservedly took home the 'Best of Show' award for a splendid scratch-built 1/32 scale Westland Wapiti on skis, complete with a motorcycle on the starboard side and luggage under the wings. Literally every little detail was considered and then carefully crafted.

Walking around the other halls, it's always a pleasure to see so many beautiful models. Being an average aircraft builder myself I can understand the joys of building genres such as armour, ships, cars or figures, each bringing its own challenges.

A pleasing display was brought by the ladies of 'Miniatures from women's perspective'. Modelling is largely the domain of the male population, but apparently more and more women are finding their way into this creative hobby. One builder, Katrin Hardt, said about her work: "I like to build small worlds in which I can dream away."

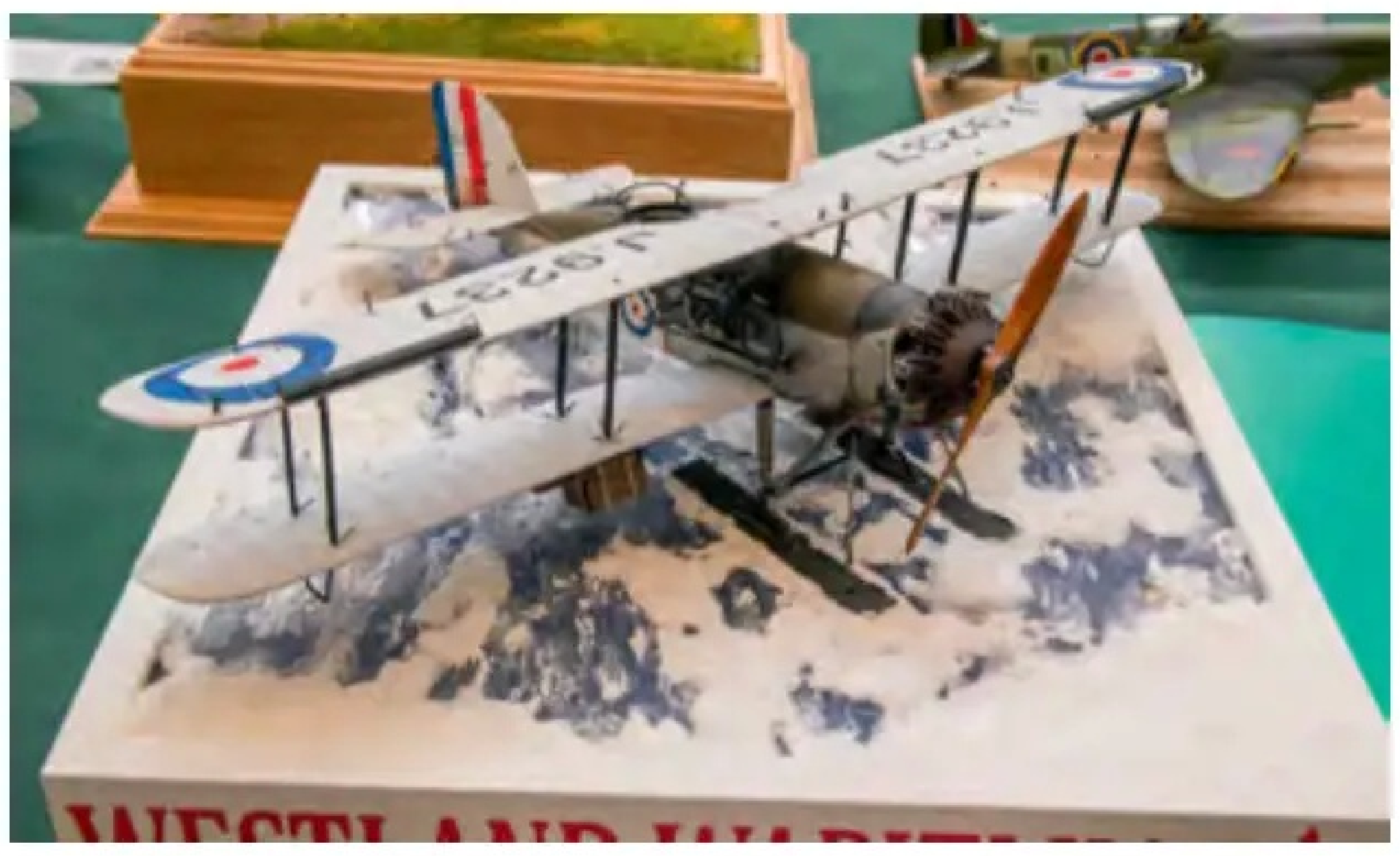
Herbert Schluter



Katrin Hardt created this layered scene, from the El Camino's detailed engine to the tyre iron left next to a wheel plus the sleeping woman and the dog sitting nearby.

Jan Terstappen built this superb Hasegawa 1/72 Grumman E-2C Hawkeye as a VAW-123 'Screwtops' airframe, adding folded wings to the basic kit.

The 'late modeller', showing what can happen when building structural models… an empty can of beer, a full ashtray, but reduced to a skeleton… this was definitely a showstopper.



'Best in Show' was awarded to this stunning scratch-built 1/32 Westland Wapiti biplasne by Chema Martinez Fernandez.

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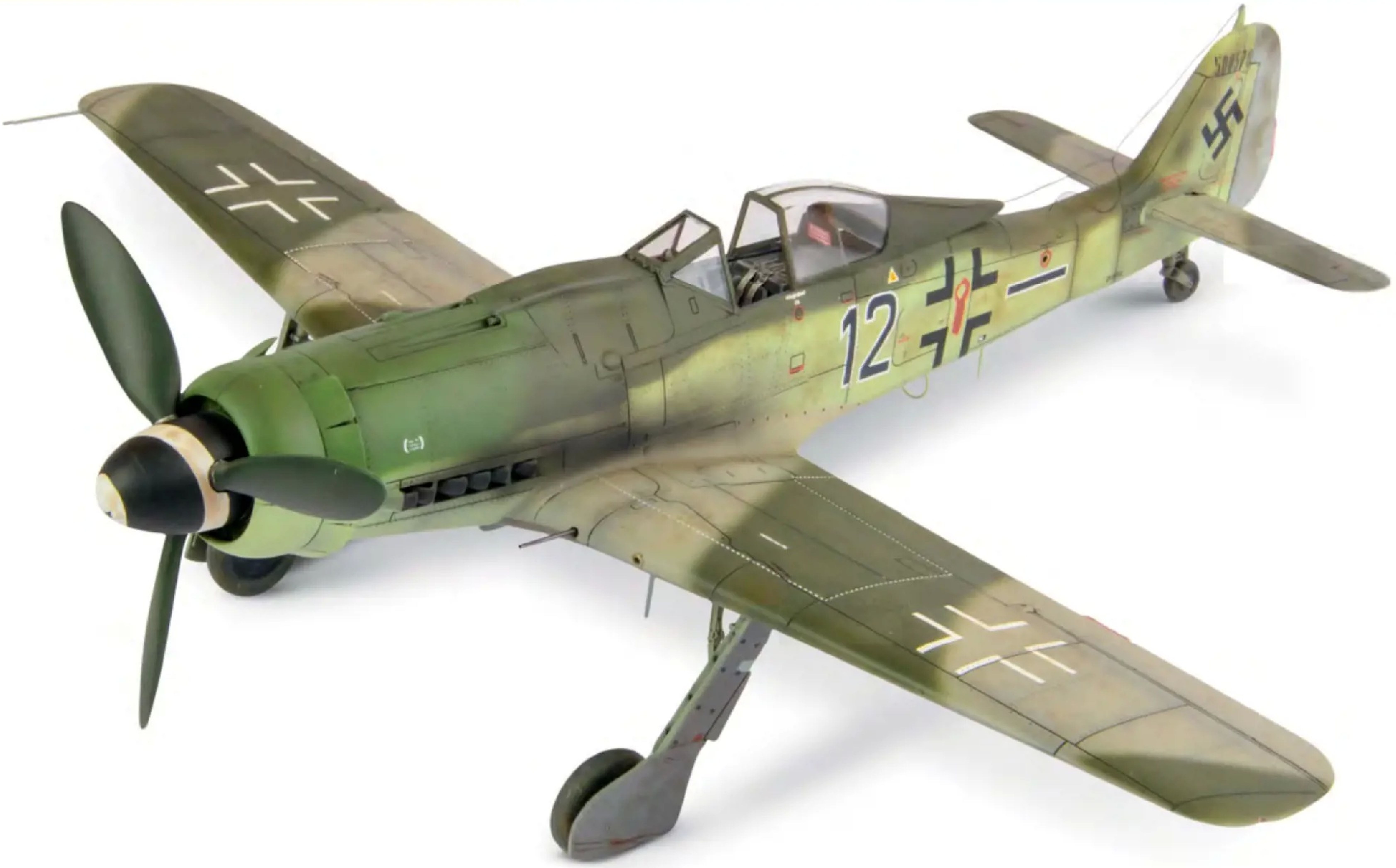


HORST Wessel Dora

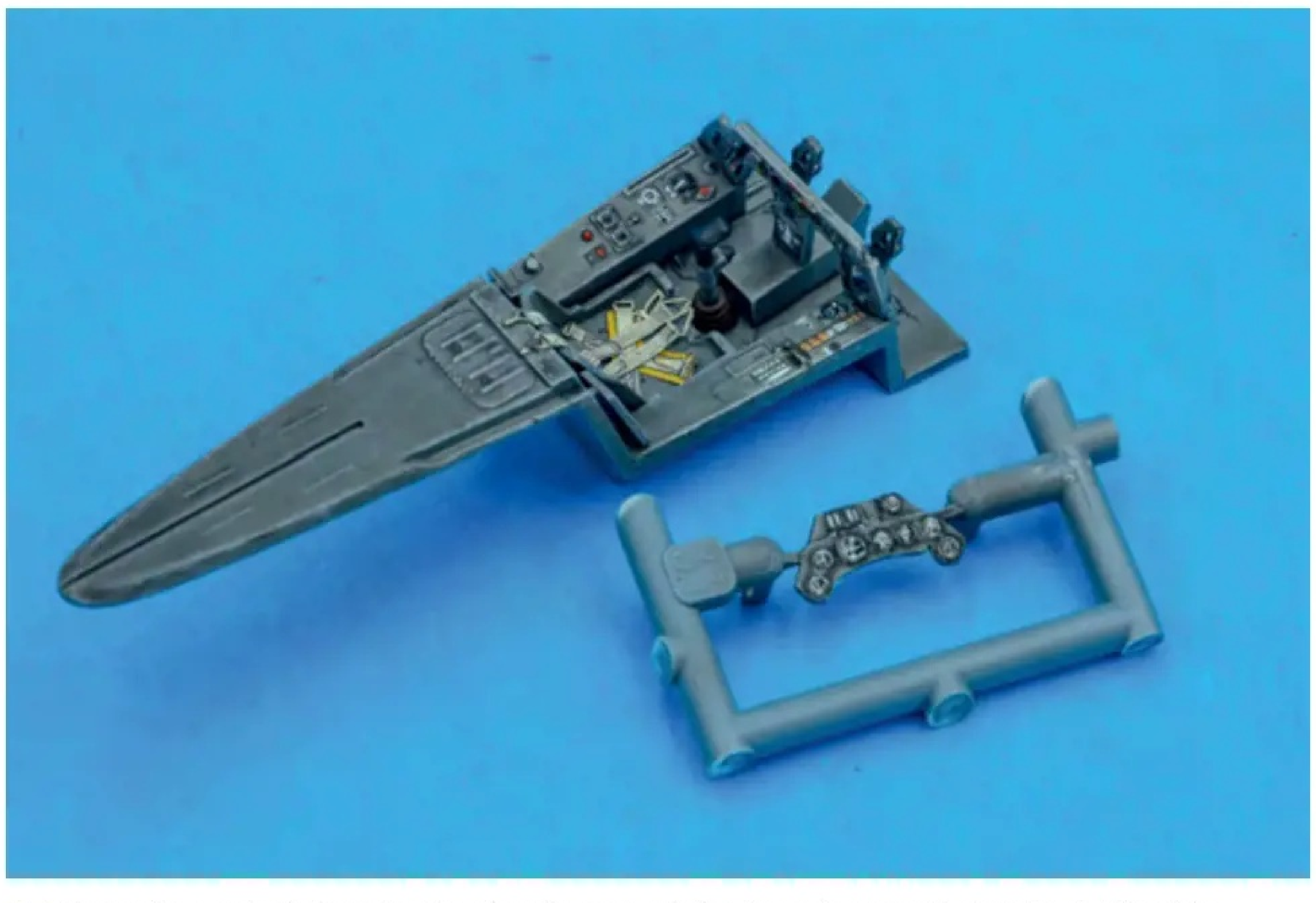
AMW contributor Alan Price gets the chance to build Eduard's 1/48 Fw 190D – a subject he's wanted to tackle for many years

MODEL SPEC

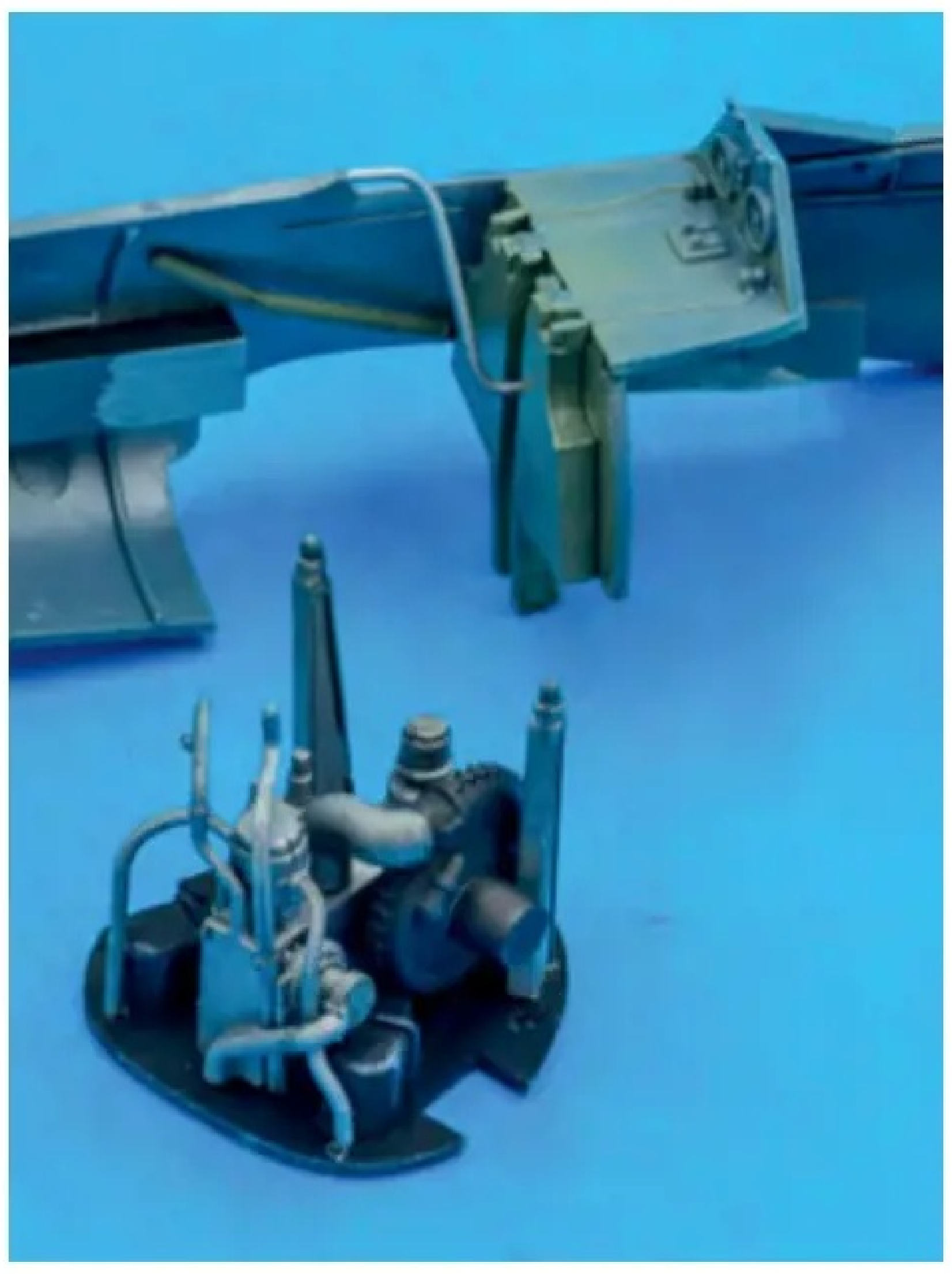
Fw 190D-9
By: Eduard
Stock code: 84102
Scale: 1/48
Price: £15.97
Available From: www.eduard.com

eduard
WEEKEND
Fw 190D-9
scale 1/48

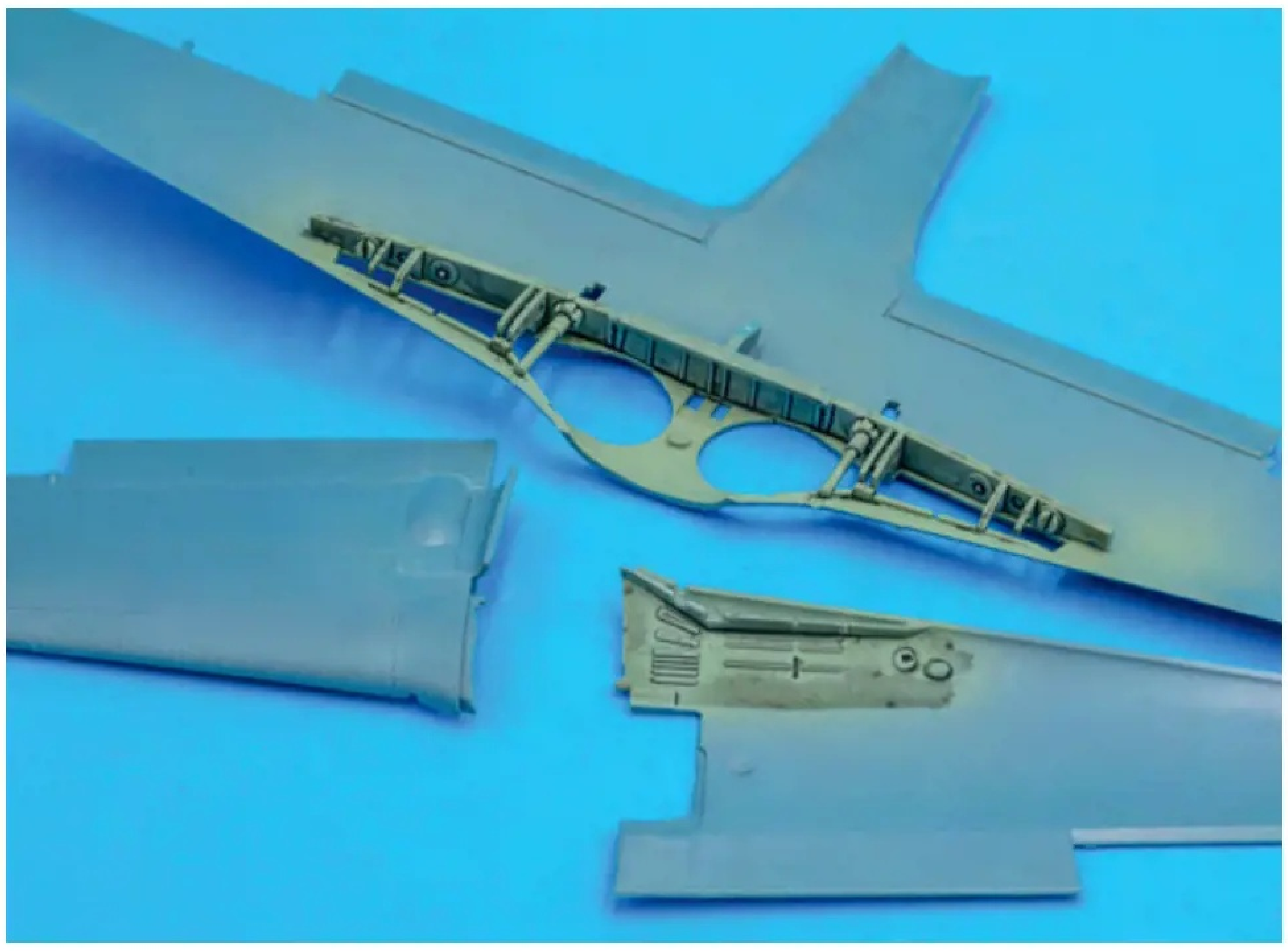
The Fw 190D series has long been a favourite subject, yet surprisingly I'd never actually built a 'Dora', so when the editor asked if I'd like to tackle Eduard's kit I jumped at the chance. First released in 2010, it was initially well received by modellers, but has gained a reputation of being tricky to build, caused by being designed to have open access panels... fixing this required modification to the kit parts. As a Weekend-edition offering, it comprises just five dark grey styrene runners and a single clear frame, lacking the photo-etched (PE) metal items and mask set common to the firm's ProfiPACK boxings. Detail is excellent, though the age of the moulds is starting to show, with small amounts of flash evident.



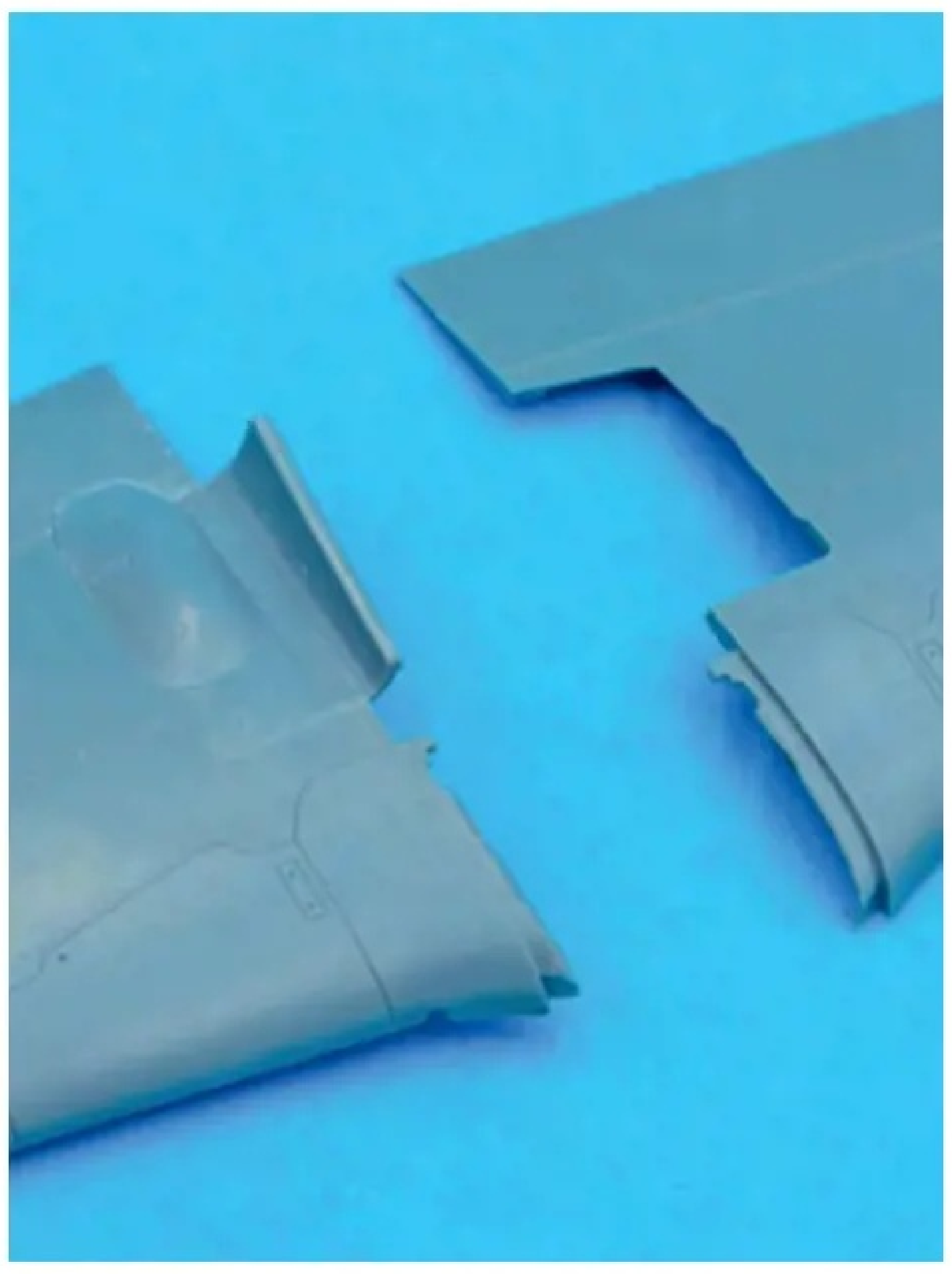
▲ Eduard's cockpit interior is simple out of the box, but well detailed. The kit decals were used for the instruments and parts of the side consoles, with other features hand-painted.



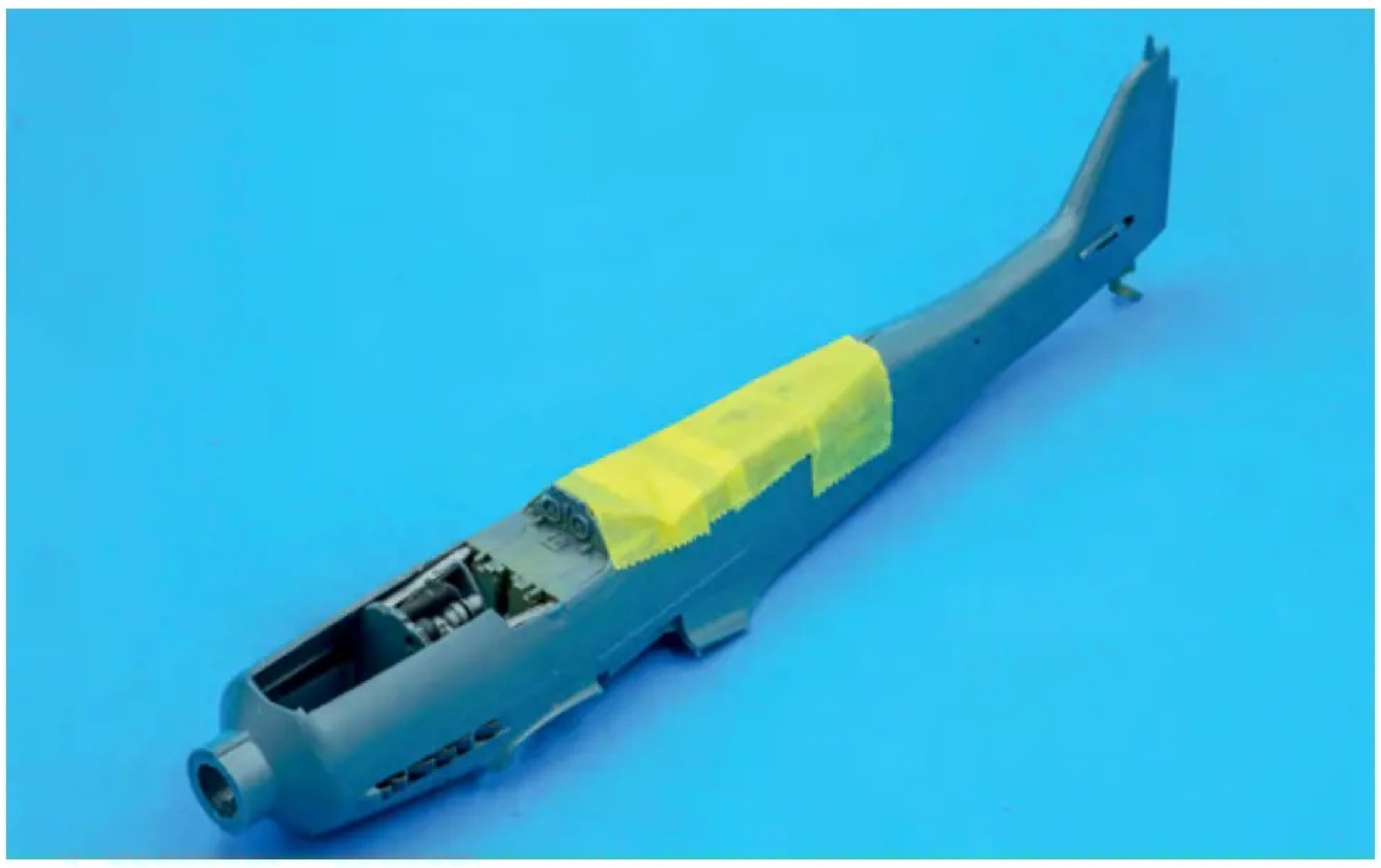
▲ The fuselage interior contains plenty of detail; the rear of the engine is visible and this connects to the wing spar bulkhead via the engine mounts; these parts are tricky to align.



▲ The undercarriage bays are another detailed area. With their large openings it's all easily visible, so demands careful painting.



▲ The problematic wing gun bay covers were fitted to the wing upper sections; this allowed easy alignment and resulted in virtually no filling or sanding being necessary.



▲ The fuselage halves closed surprisingly neatly around the assembled cockpit and engine. I taped the cockpit opening to prevent damage during the rest of construction.

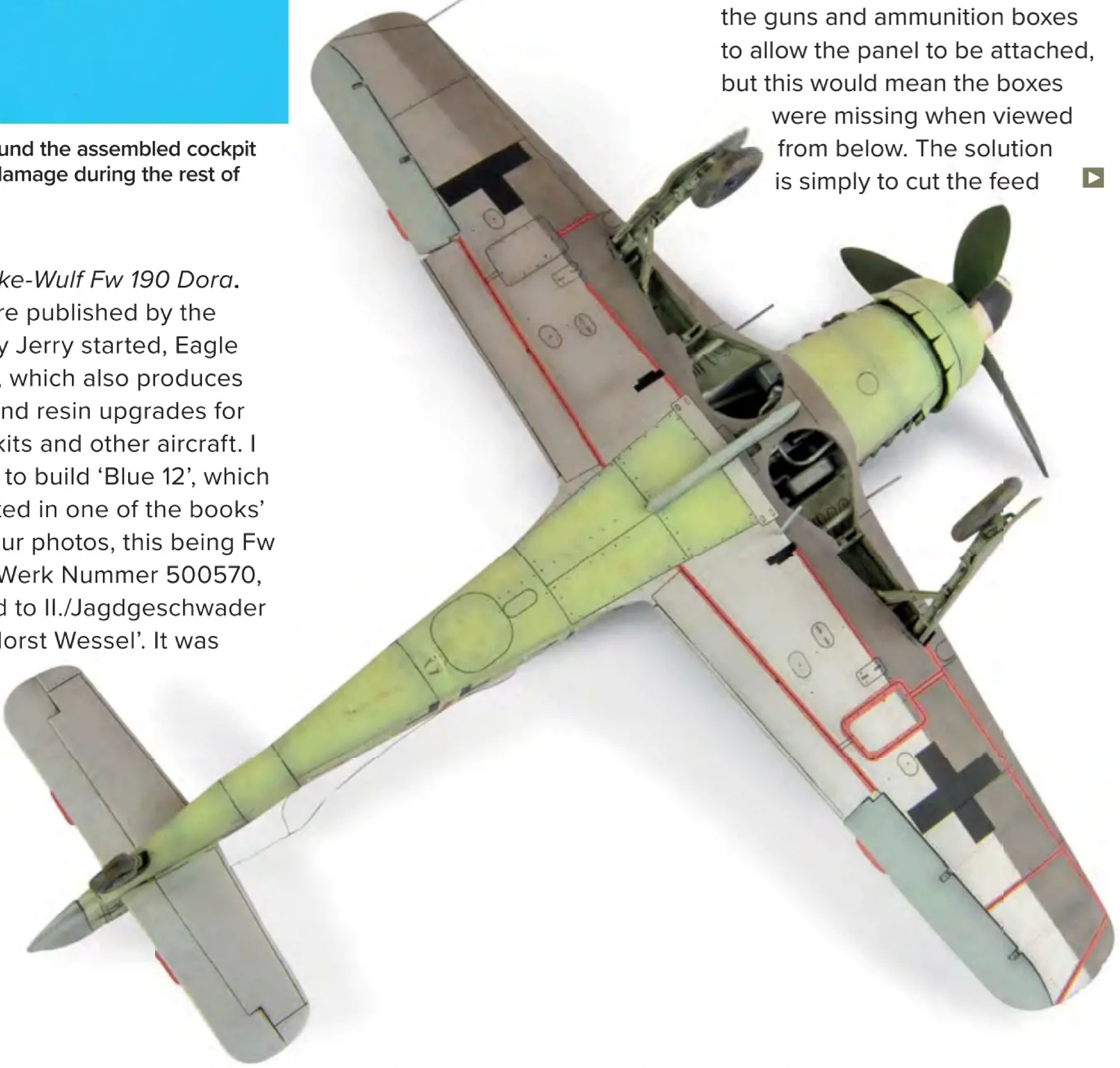
Eduard hasn't skimped on the decal options, which represent four airframes:

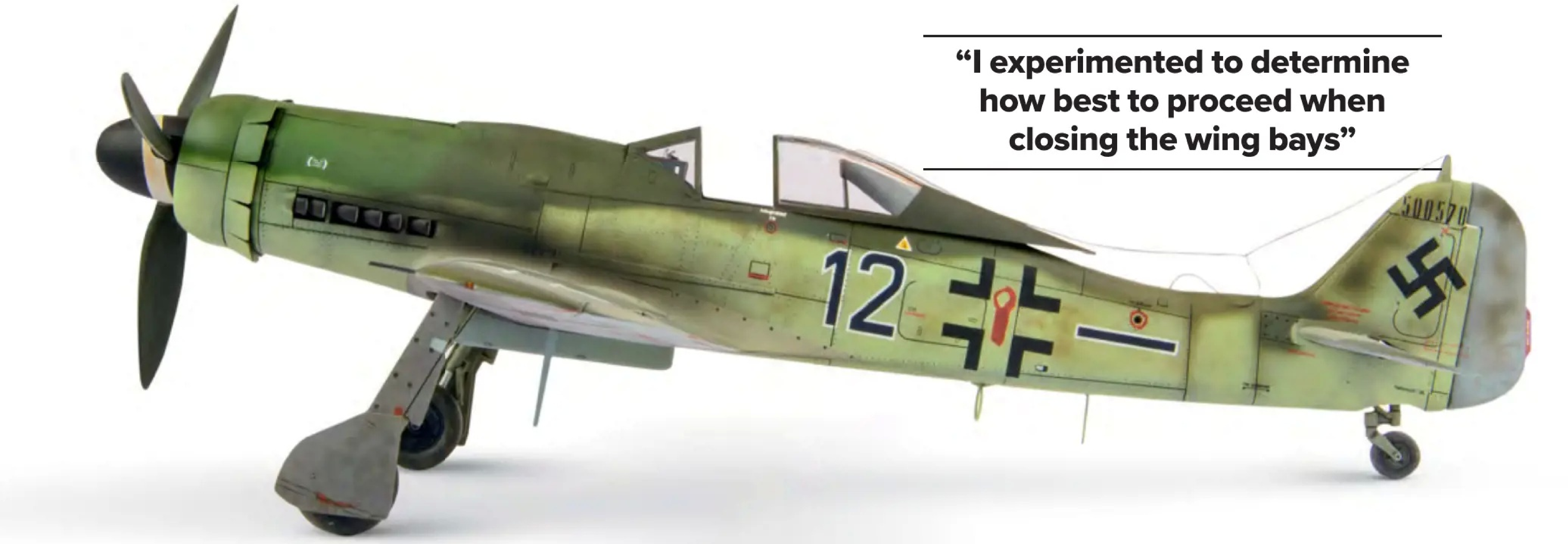
- Wk Nr 600424, Lt Heinz Sachsenberg, München-Riem, Germany, April-May 1945
- Wk Nr 210194, Fw Werner Hohenberg, Stab 1./JG 2, Merzhausen, Germany, January 1, 1945
- Wk Nr 210909, Maj Gerhard Barkhorn, Stab JG 6, Welzow, Germany, February 1945
- Wk Nr 210003, Oblt Hans Dortenmann, 12./JG 26, Germany, 1945

While these were all good subjects, I had the desire for something else. The late Jerry Crandall is well known to Fw 190D aficionados, literally 'writing the book' on the type, and some time ago I managed to purchase both volumes of his superb work, *The Focke-Wulf Fw 190 Dora*. These are published by the company Jerry started, Eagle Editions, which also produces decals and resin upgrades for Fw 190 kits and other aircraft. I decided to build 'Blue 12', which is depicted in one of the books' few colour photos, this being Fw 190D-9 Werk Nummer 500570, assigned to II./Jagdgeschwader (JG) 6 'Horst Wessel'. It was one of 20 Luftwaffe aircraft that landed at Fürth on May 8, 1945, surrendering to the US 10th Photographic Reconnaissance Group. Decals for this aircraft are included on Eagle Cals' decal sheet EC48-60, Fw 190 D-9s.

Long-nose beginning

A detailed cockpit is provided, along with similarly impressive fuselage MG 131 machine-gun mounts and the rear engine section, which is visible from beneath when looking through the undercarriage bay. The inboard wing cannon bays are designed to be left open to display the MG 151/20s, but I wanted to show the aircraft as depicted in the photos, with these closed. Eduard suggests omitting the guns and ammunition boxes to allow the panel to be attached, but this would mean the boxes were missing when viewed from below. The solution is simply to cut the feed





> **"I experimented to determine how best to proceed when closing the wing bays"**

chutes from the ammunition boxes, after which they can be attached and don't foul the fuselage panel. The rear of the powerplant fixes onto the same bulkhead as the ammunition boxes, which is fiddly to construct. It took several evenings of work to neaten and paint all the parts, then carefully assemble the unit.

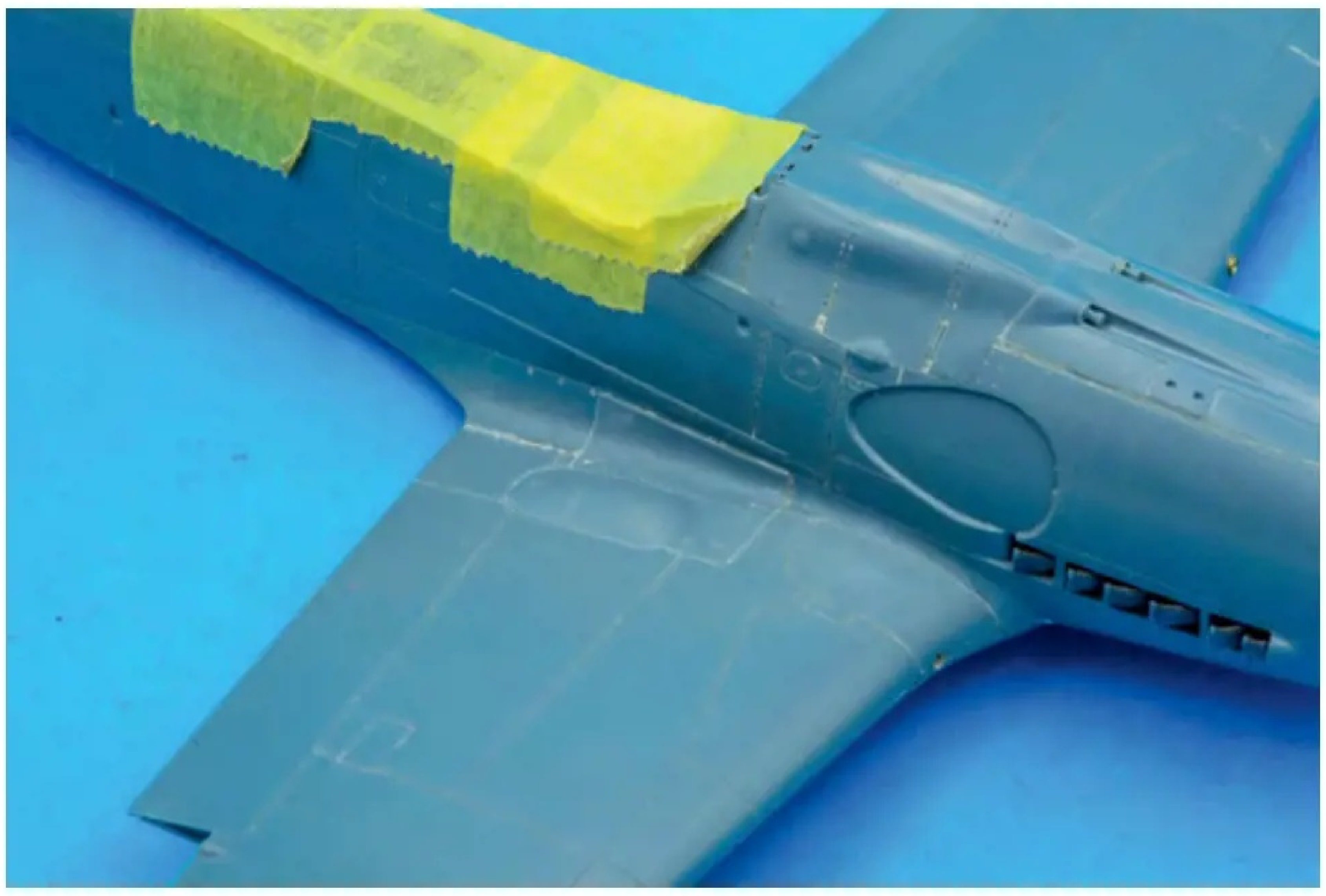
The cockpit area is relatively simple and with everything being RLM 66 Dark Grey (Mr. Hobby H416 was used for this colour) painting was also straightforward, with kit decals used for the instrument panel and side consoles; the remaining detail was painted with enamels. A light grey dry-brush, followed by a black wash then helped highlight the moulded detail further. The cockpit was finished with a set of Eduard's PE seatbelts from the spares box. One aspect to note is that the engine exhausts – and tailwheel – must be fitted before closing the fuselage, so these parts were duly painted and installed.

With all the interior elements completed, I was able to carefully install the many sub-assemblies into one side of the fuselage, then close the halves.

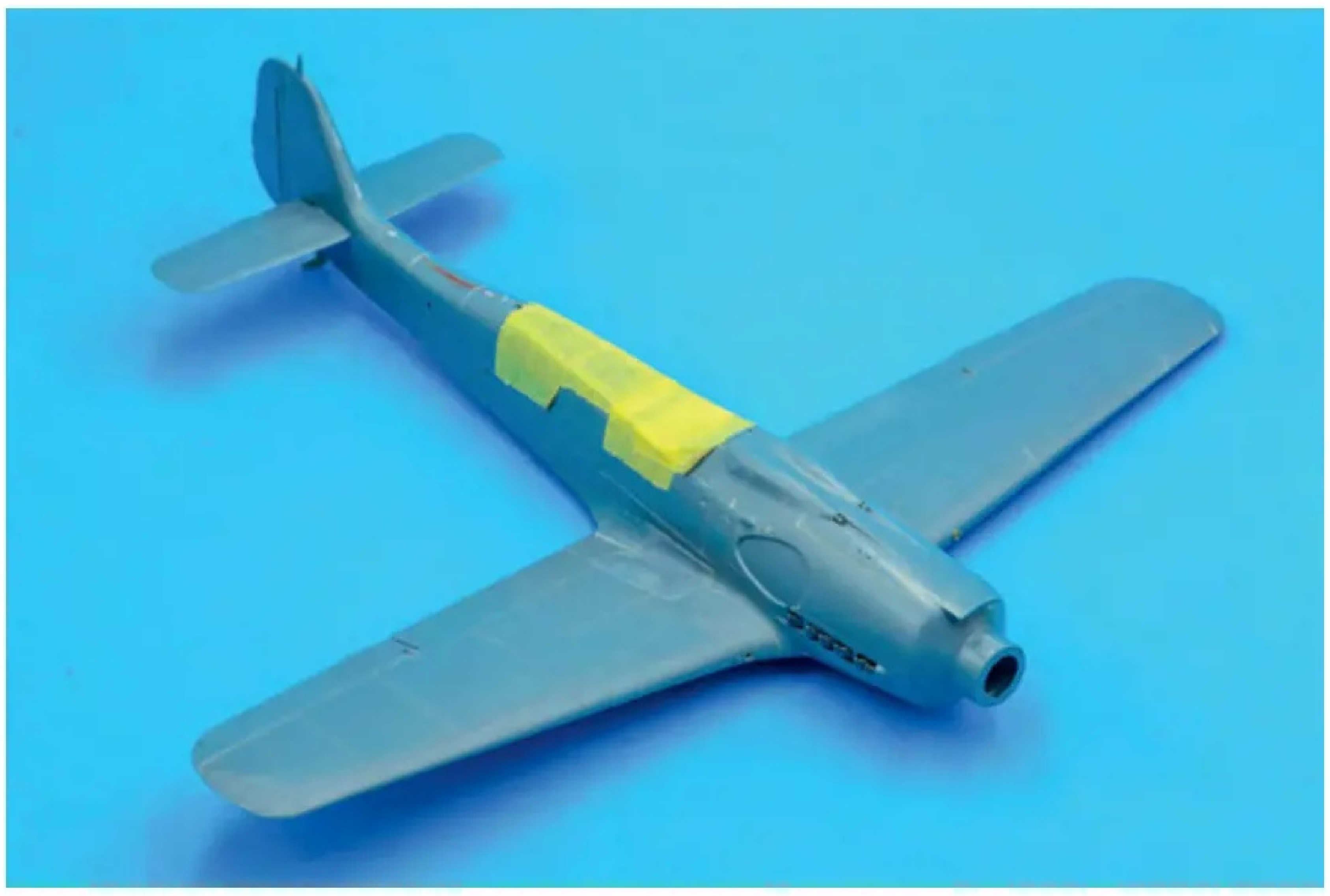
Next, I experimented to determine how best to proceed when closing the wing bays; first, the wings must be modified by cutting out the relevant sections

▲ The gun cowling and engine top cover required several adjustments to get them to fit tidily into the fuselage.

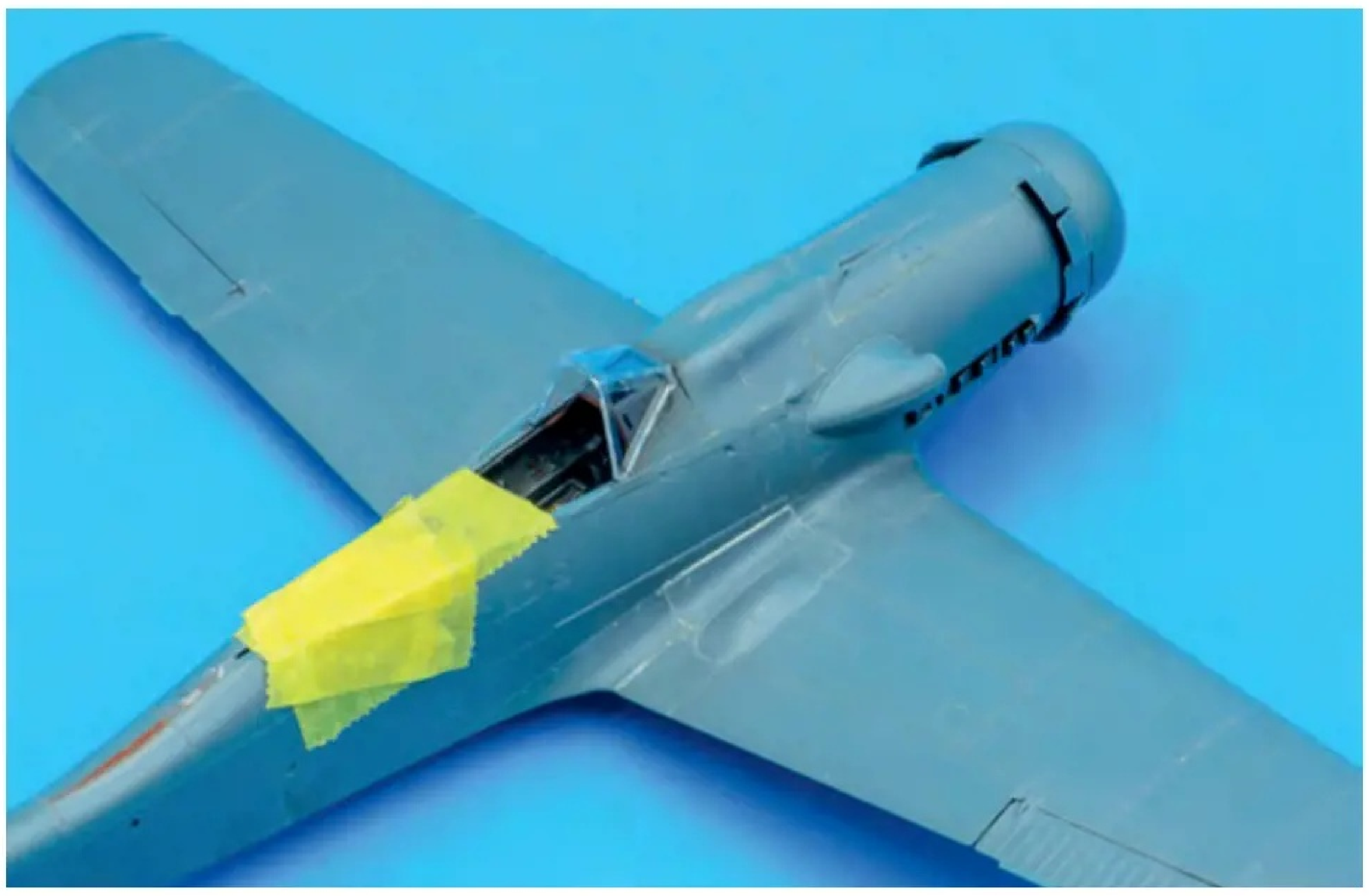
▲ Time spent ensuring the wing gun bay covers fitted properly into the wings and fuselage was well spent, with little need for filler.



▲ The only filling required around the upper wing joins was with a smear of Green Stuff World Ultraviolet Putty, which is ideal for filling small defects.



▲ At this stage, all the seams had been addressed and I was happy with the model so it was time to add the final parts in preparation for paint.

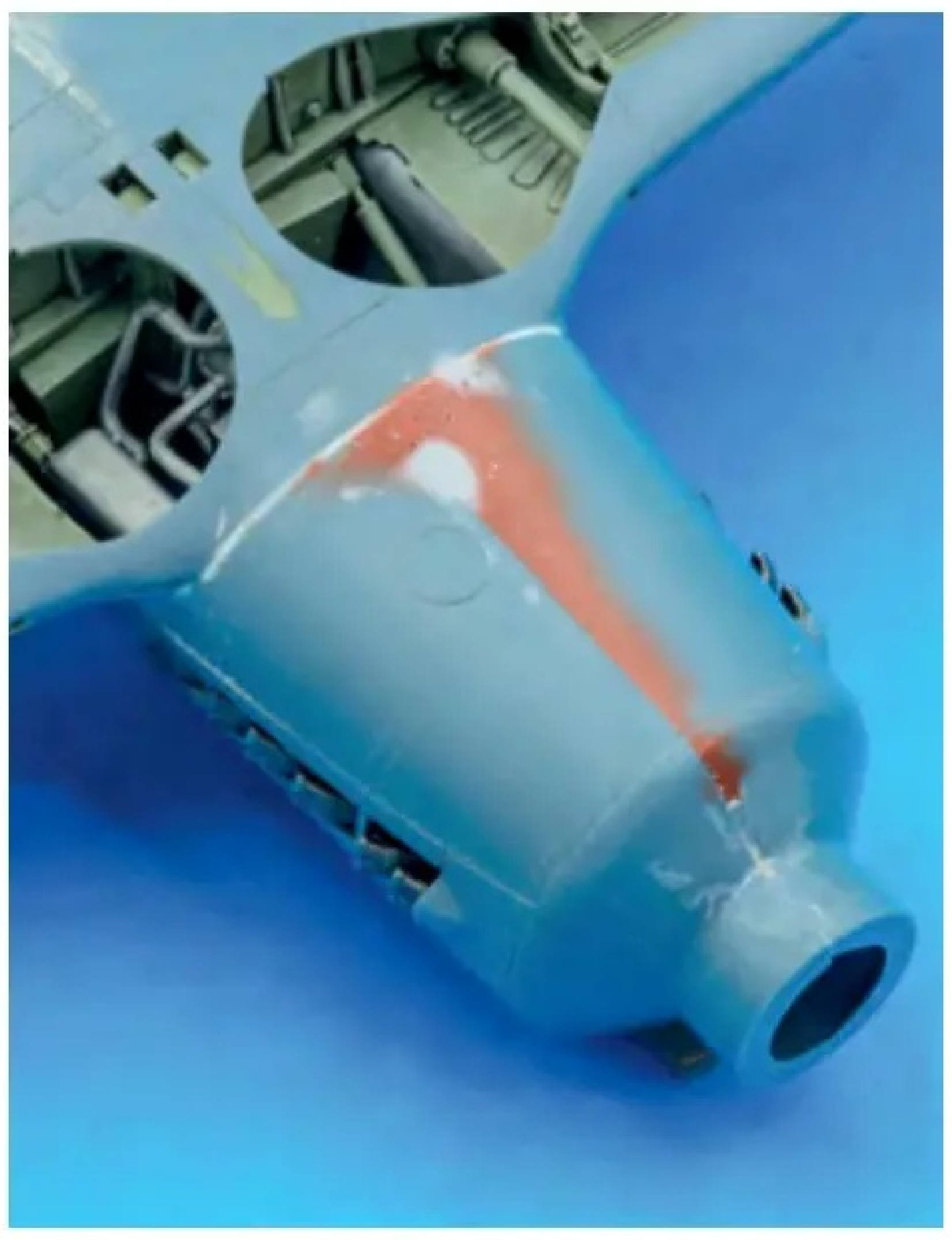


▲ **The upper instrument panel and shroud presented several issues when fitting them, but once in place, the cockpit windscreen could be added; the supercharger intake completed the airframe assembly.**

▲ **All three propeller blades suffered from sink marks on their rear faces, which were filled and sanded. I found the hub sat too close to the front edge of the engine cowling, so plastic card shims helped move it forward a fraction.**

to allow the covers to fit. Eduard suggests this is completed once the wings are attached, but I thought this would make it difficult to achieve a flush fit. Therefore, I decided to fit them into the upper wing halves before they were added to the fuselage.

Wing interiors were built into the lower full-span section. These and any visible parts in the upper wing covers then received H70 RLM 02 Grey. Test-fitting the gun bay panels against the fuselage sides showed these were too tight, so they were sanded carefully until they could slide into position. Other surgery included removing sections from the bottom of the fuselage, which allowed the wing to be attached as one unit, complete with cannon bay covers. Although this was time-consuming, involving considerable test-fitting and trimming, the result was an almost perfect wing/fuselage and cannon bay cover join – highlighted by the almost total absence of filler in the photos.



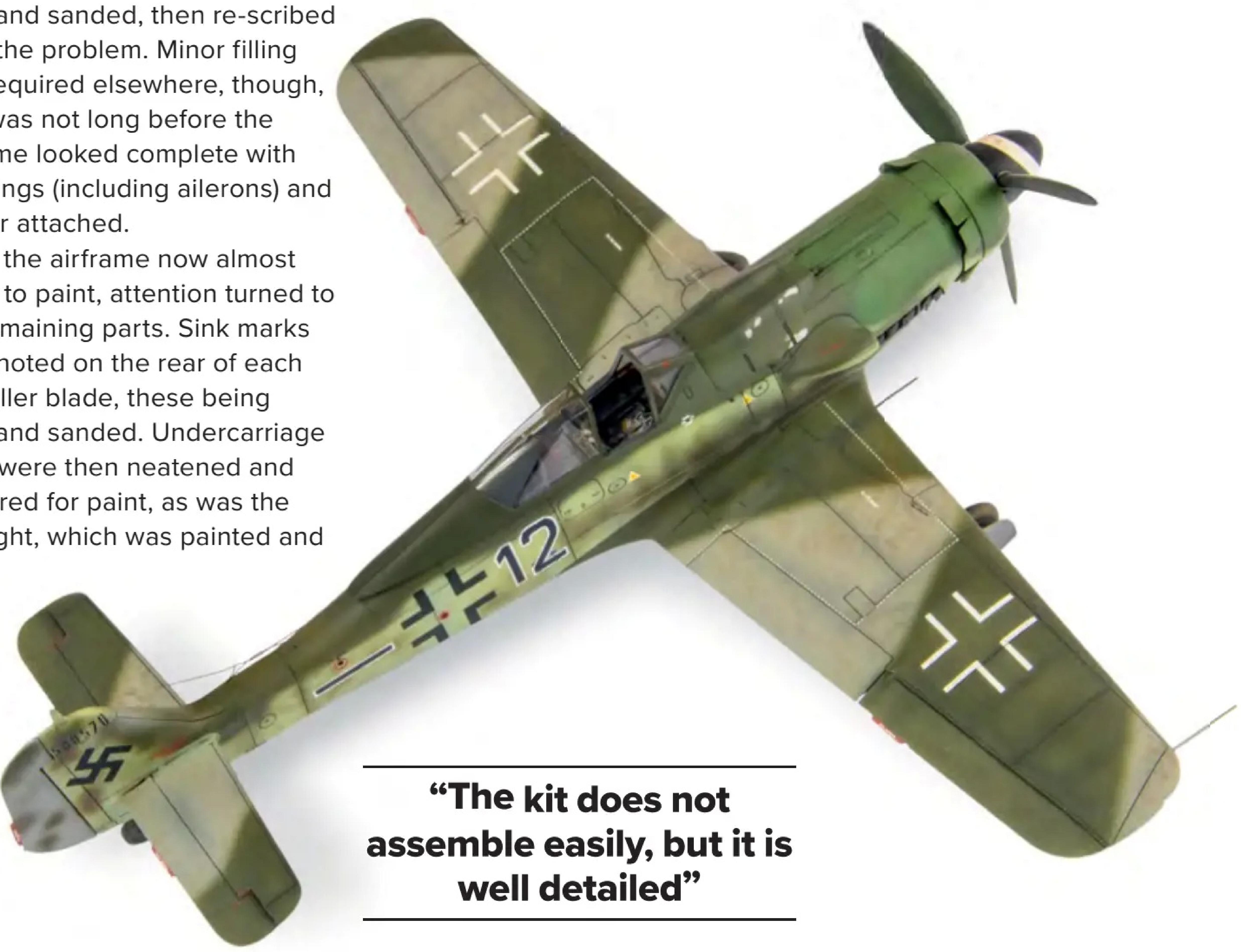
▲ **The forward wing joining the fuselage required a thin plastic card shim and then filling of this and the underside join. Any rivet detail lost to this process was then re-scribed.**

Otherwise, just one area caused fit problems and this was the underside of the nose, where a gap was noted between the wing's front edge and the nose underside; this was filled with a plastic card shim. There was also a step in the styrene where the fuselage sides joined, leading from the wing up to the front of the engine. The entire area was filled and sanded, then re-scribed to fix the problem. Minor filling was required elsewhere, though, so it was not long before the airframe looked complete with the wings (including ailerons) and rudder attached.

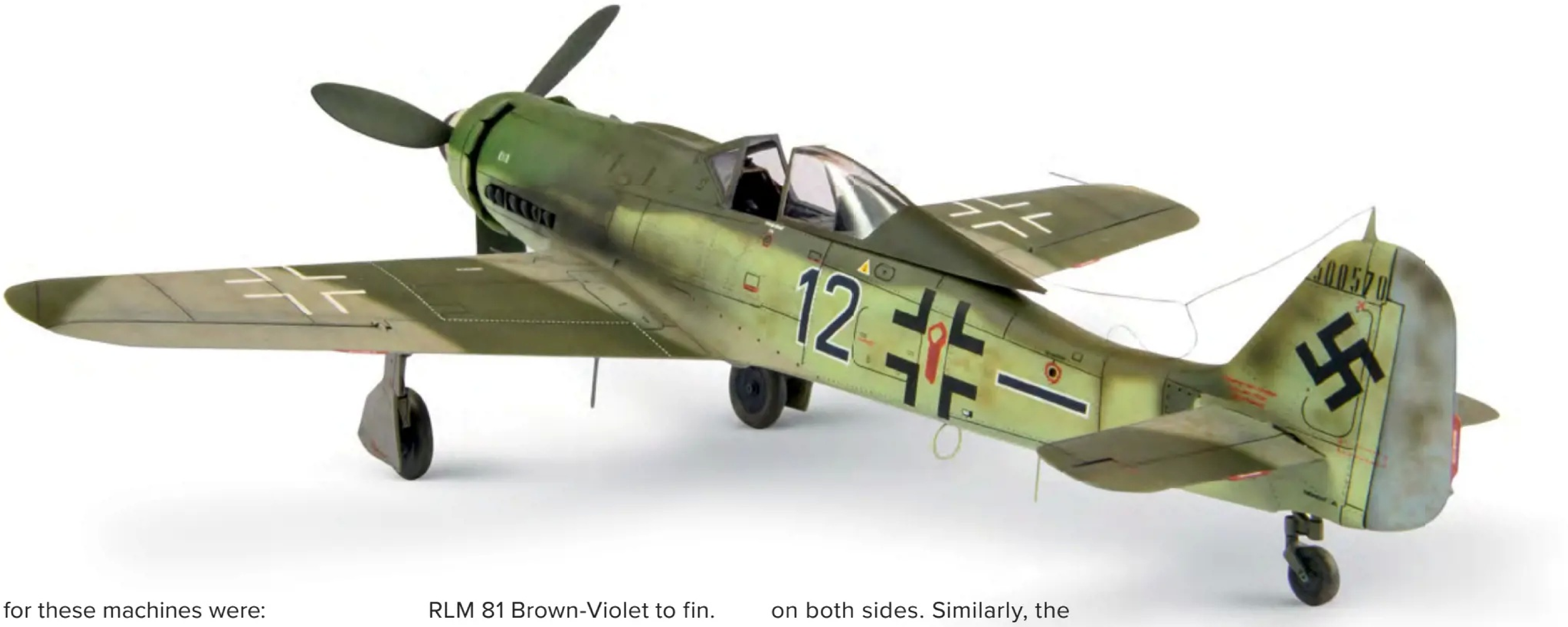
With the airframe now almost ready to paint, attention turned to the remaining parts. Sink marks were noted on the rear of each propeller blade, these being filled and sanded. Undercarriage parts were then neatened and prepared for paint, as was the gunsight, which was painted and fitted as a unit with the cockpit coaming and top section of the instrument panel. I found the best way to attach this was to cut a piece of scrap plastic to fit on the front cockpit bulkhead, cut to the correct length to support the instrument panel. The assembled unit was then glued directly to this, rather than Eduard's flimsy mounting. The model's windscreen was then attached.

Structural camouflage

One of the fascinations with late-war Luftwaffe aircraft is the variety of colour schemes, in part caused by the country's distributed manufacturing process. Parts arrived at the assembly location already painted, so the colours depended on what was available at the manufacturers' sites. Other components, such as the wing undersides, were deliberately left unpainted and aircraft often received locally applied camouflage to avoid Allied attacks. Our subject is a Mimetall Factory aircraft and has a late three-piece gun cowling No.4 type, late-style blown canopy and a full fit of aerials. Basic colours ▶



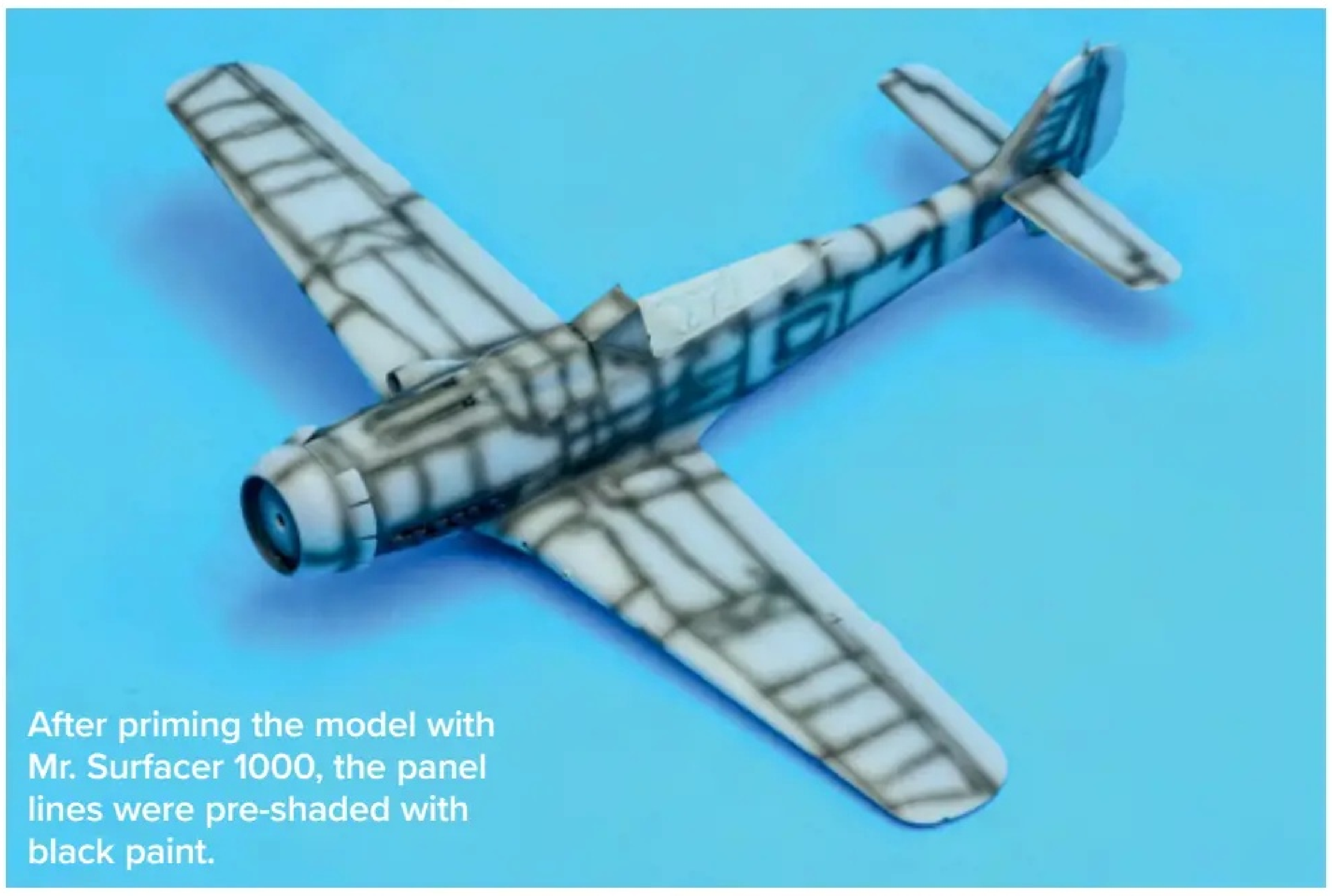
> **"The kit does not assemble easily, but it is well detailed"**



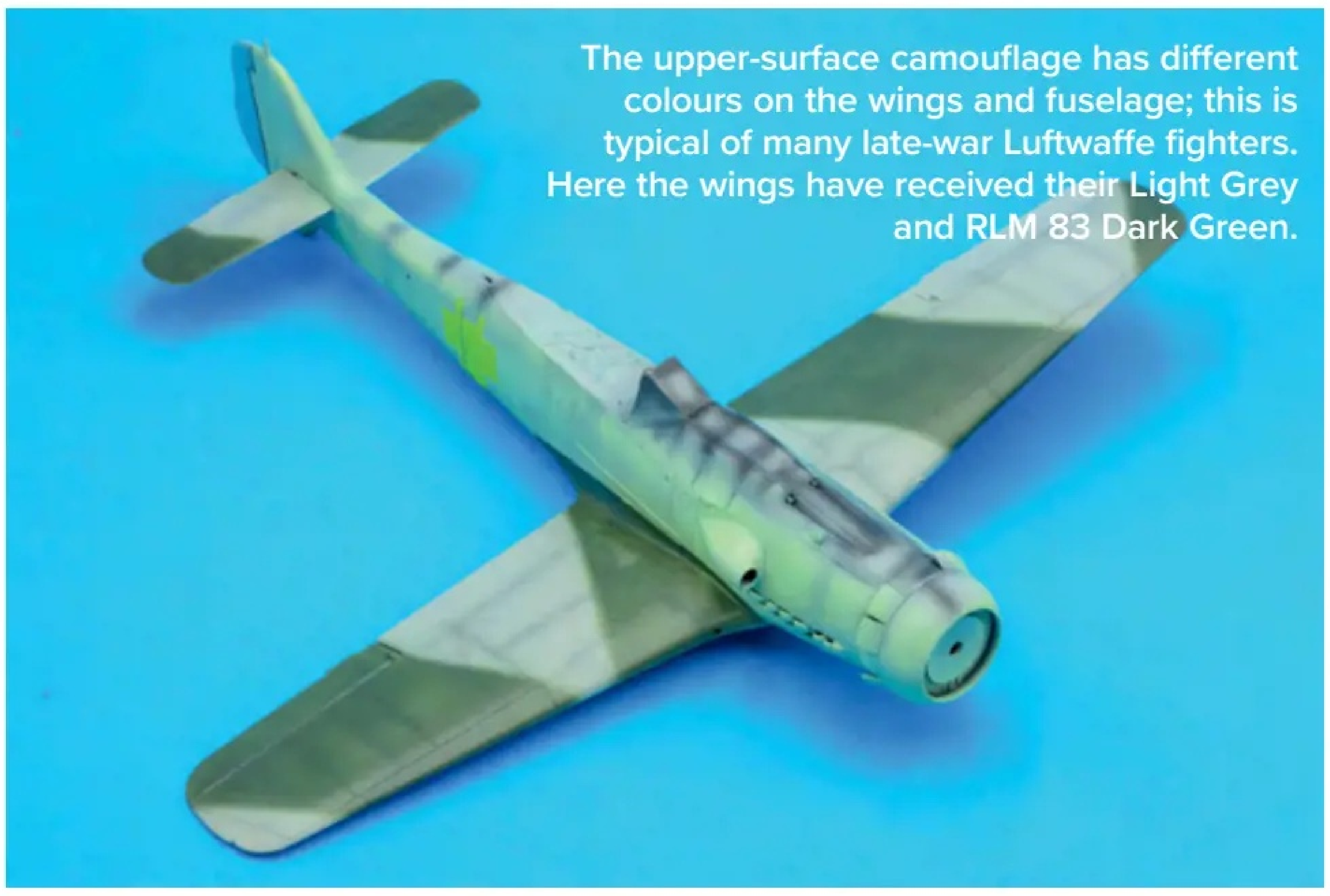
for these machines were:

- Wing upper surfaces: Light Grey with RLM 83 Dark Green
- Wing undersides: Aluminium with RLM 75 Grey-Violet leading edge and undercarriage doors
- Fuselage sides/underside: Light Green
- Fuselage upper surfaces: RLM 83 Dark Green from nose to rear of canopy then RLM 81 Brown-Violet to fin.

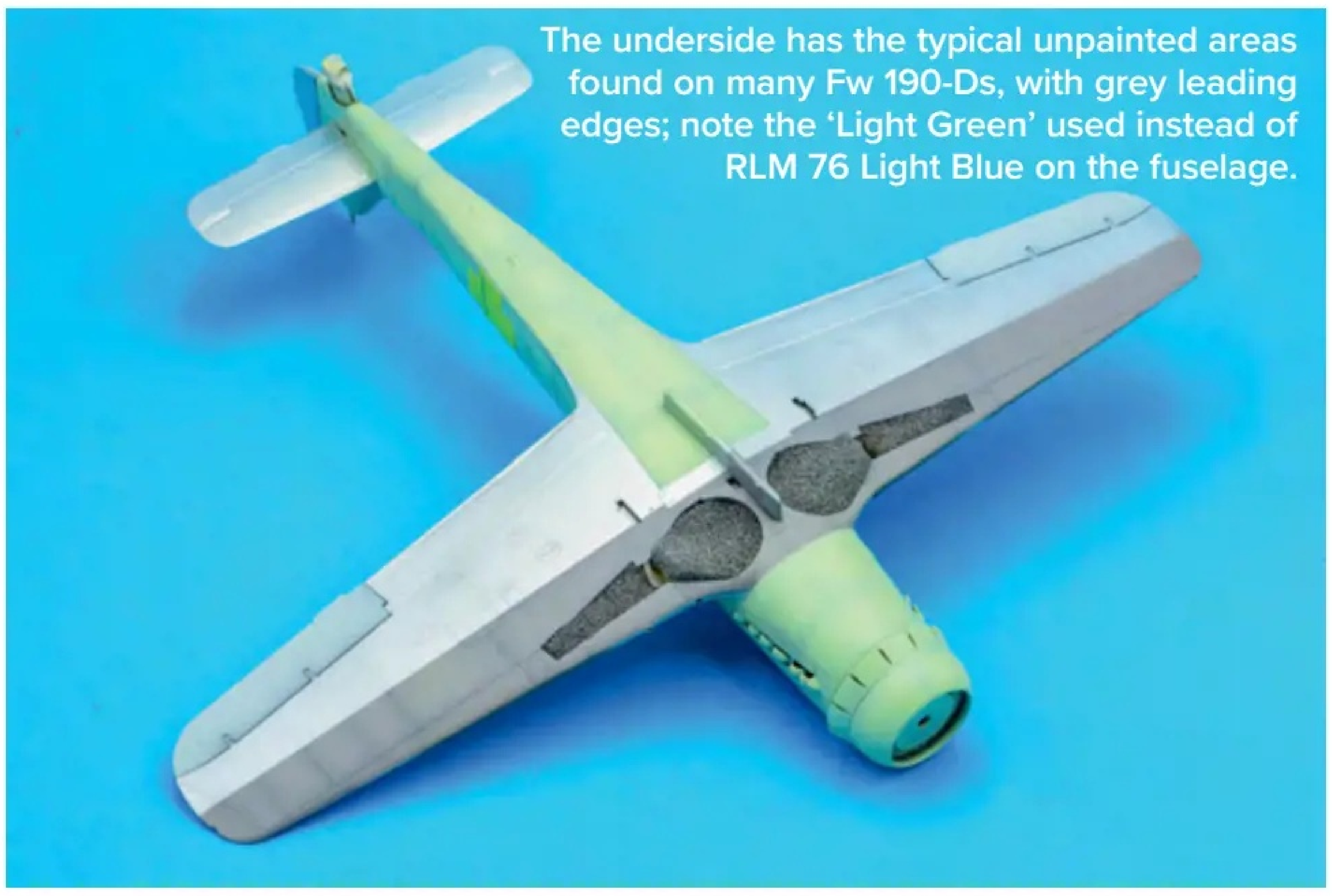
The chosen aircraft has a number of other features, based on a study of references. Part of the upper cowling has received RLM 82 Bright Green; this was a local addition, and reference photos show overspray on the spinner. The engine 'power egg' may be a replacement as the camouflage demarcation is mismatched on both sides. Similarly, the fuselage sides display light, cloudy overspraying with RLM 81 Brown Violet – as has the rudder. This unit may have come from a different manufacturer, as it appears to have RLM 76 Light Blue with RLM 74/75 Grey mottle. Notably, one of the underwing crosses is just partly painted and the blue used on the airframe code is unusually dark. Other nuances include a dark green (possibly RLM 70 Black Green) propeller, a black spinner and red primer on many underwing seams, plus around the fuselage lifting tube openings, cockpit framing, undercarriage doors and port fuselage side in the middle of the standard B4 black cross. A small red 'x' is positioned



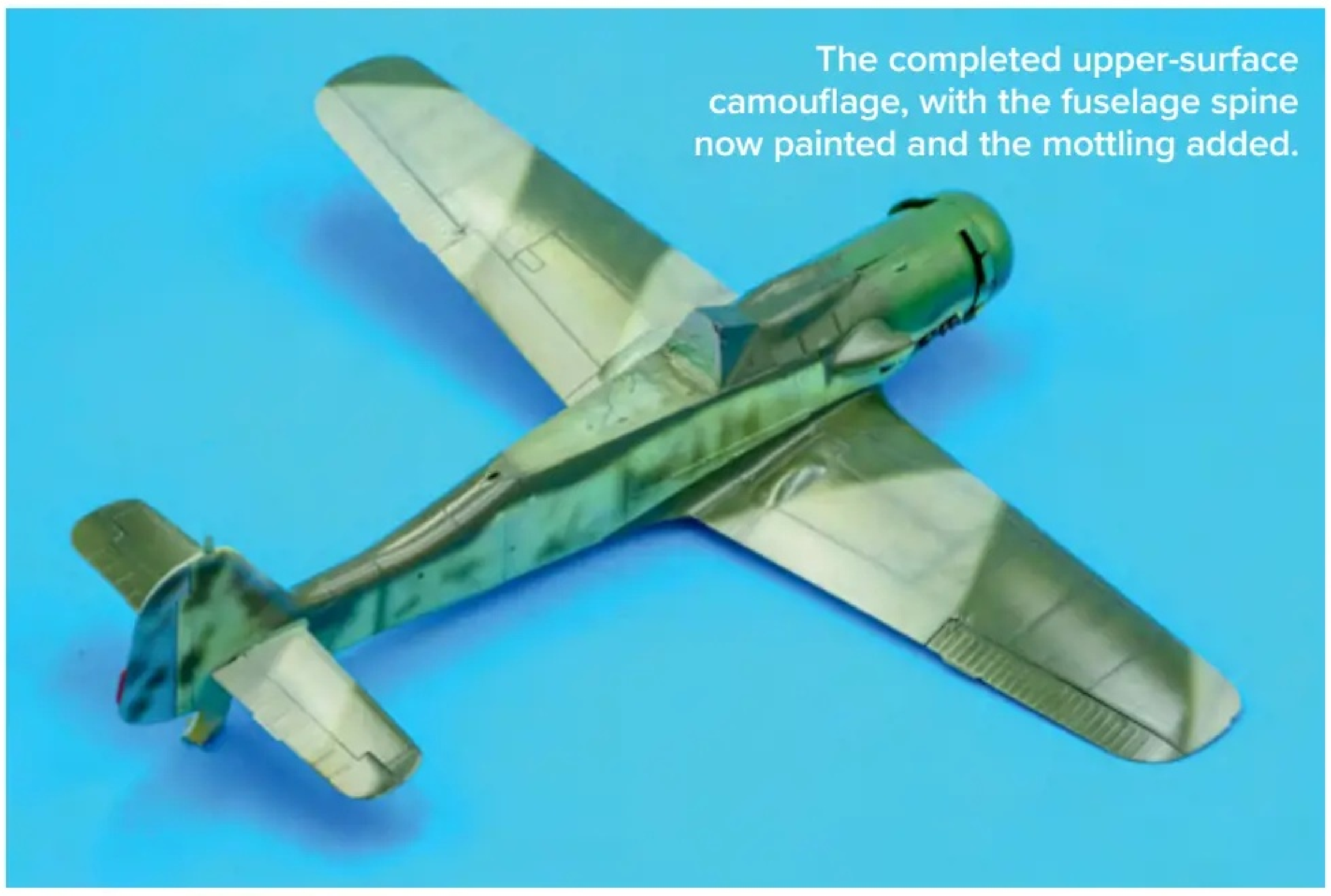
After priming the model with Mr. Surfacer 1000, the panel lines were pre-shaded with black paint.



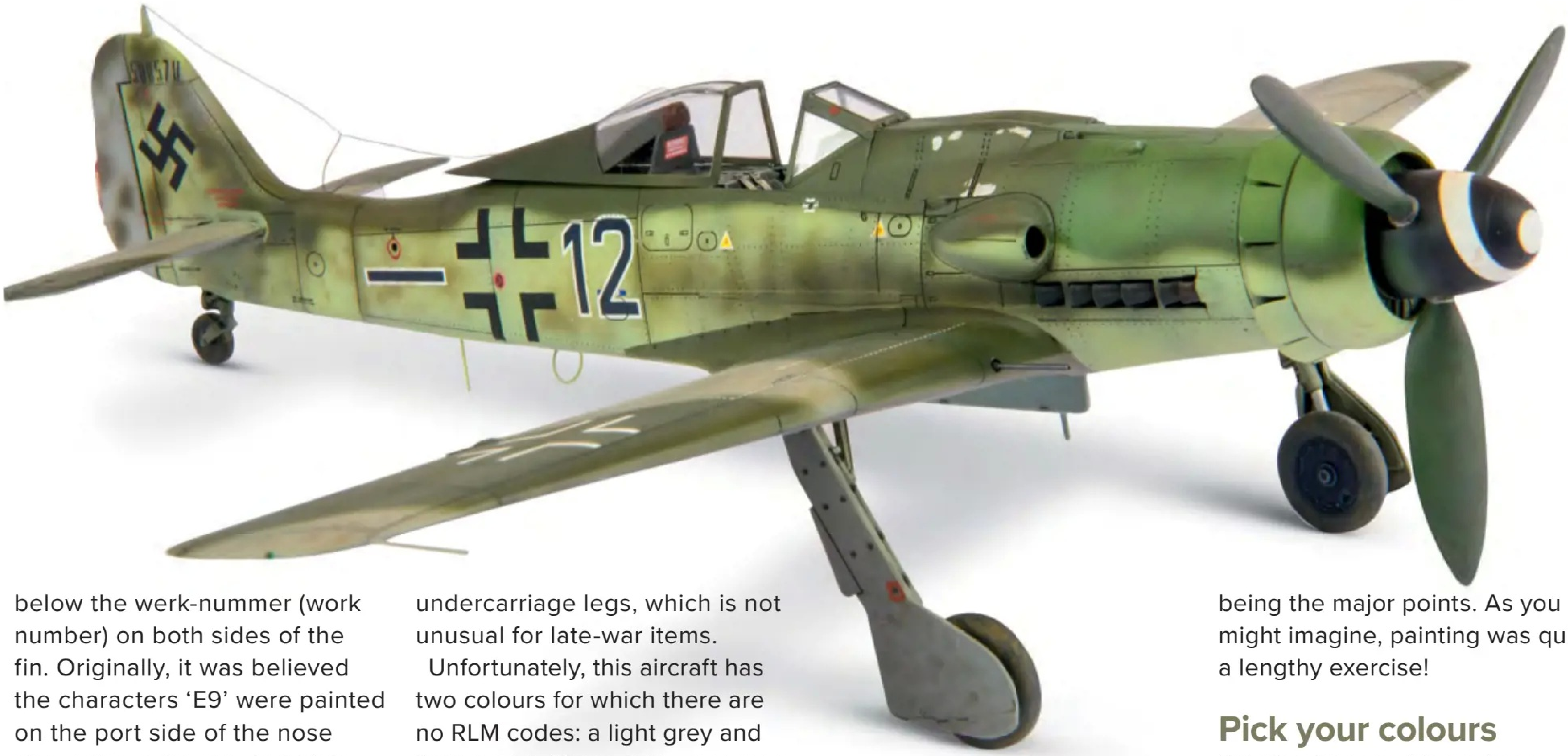
The upper-surface camouflage has different colours on the wings and fuselage; this is typical of many late-war Luftwaffe fighters. Here the wings have received their Light Grey and RLM 83 Dark Green.



The underside has the typical unpainted areas found on many Fw 190-Ds, with grey leading edges; note the 'Light Green' used instead of RLM 76 Light Blue on the fuselage.



The completed upper-surface camouflage, with the fuselage spine now painted and the mottling added.



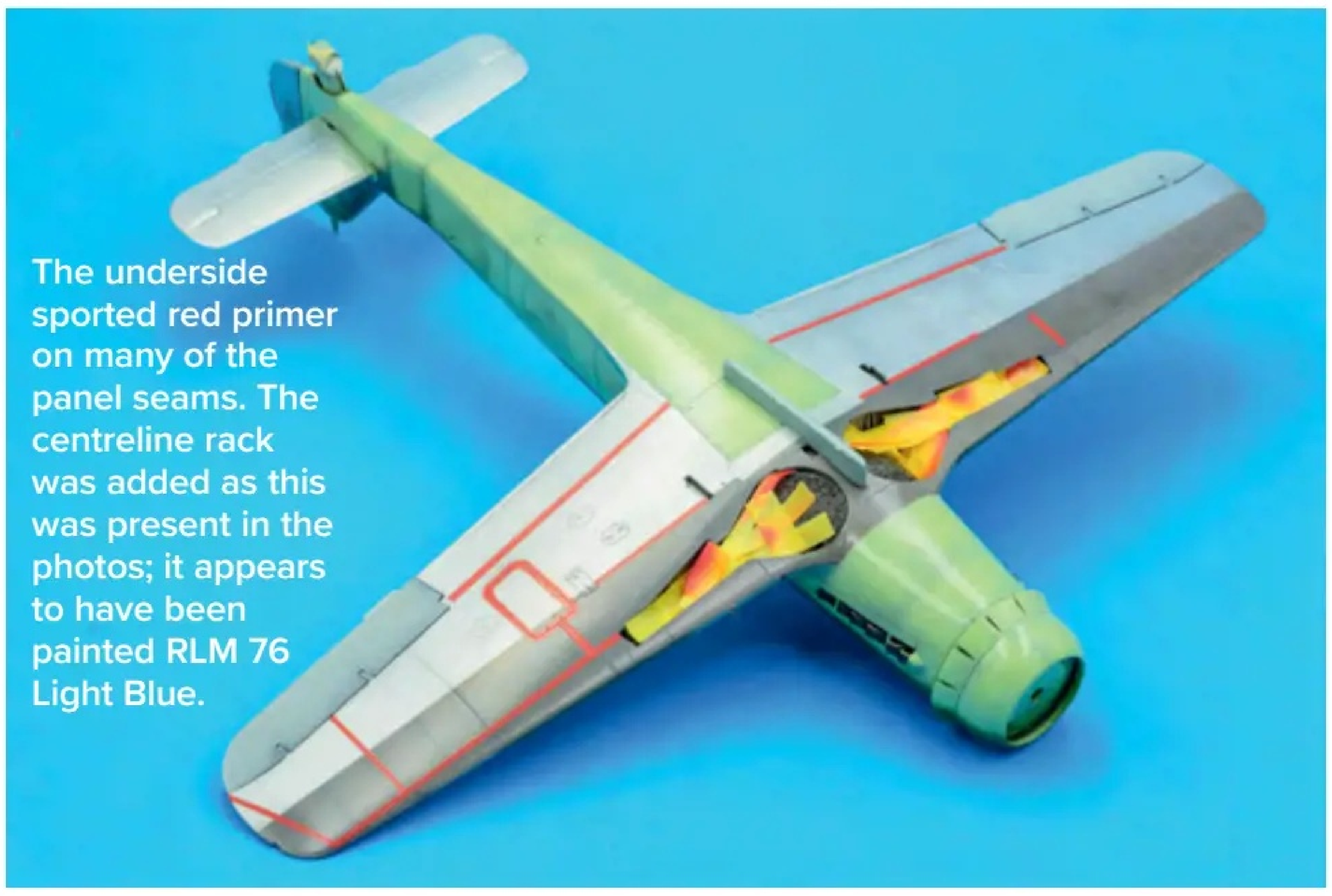
below the werk-nummer (work number) on both sides of the fin. Originally, it was believed the characters 'E9' were painted on the port side of the nose above the exhausts, but high-quality reference photos reveal this appears to be a pair of brackets with (illegible) text inside. No loading markings are on the undercarriage doors, nor are there data placards on the undercarriage legs, which is not unusual for late-war items.

Unfortunately, this aircraft has two colours for which there are no RLM codes: a light grey and light green. These late-war tones have been the subject of much debate and the books contain photos of colour samples as retrieved from aircraft parts. These were used to obtain suitable matches, with H332 Light Aircraft Grey and H74 Sky selected, respectively.

While seemingly overwhelming, this doesn't account for all of this airframe's tweaks… there isn't space to cover all of them, these being the major points. As you might imagine, painting was quite a lengthy exercise!

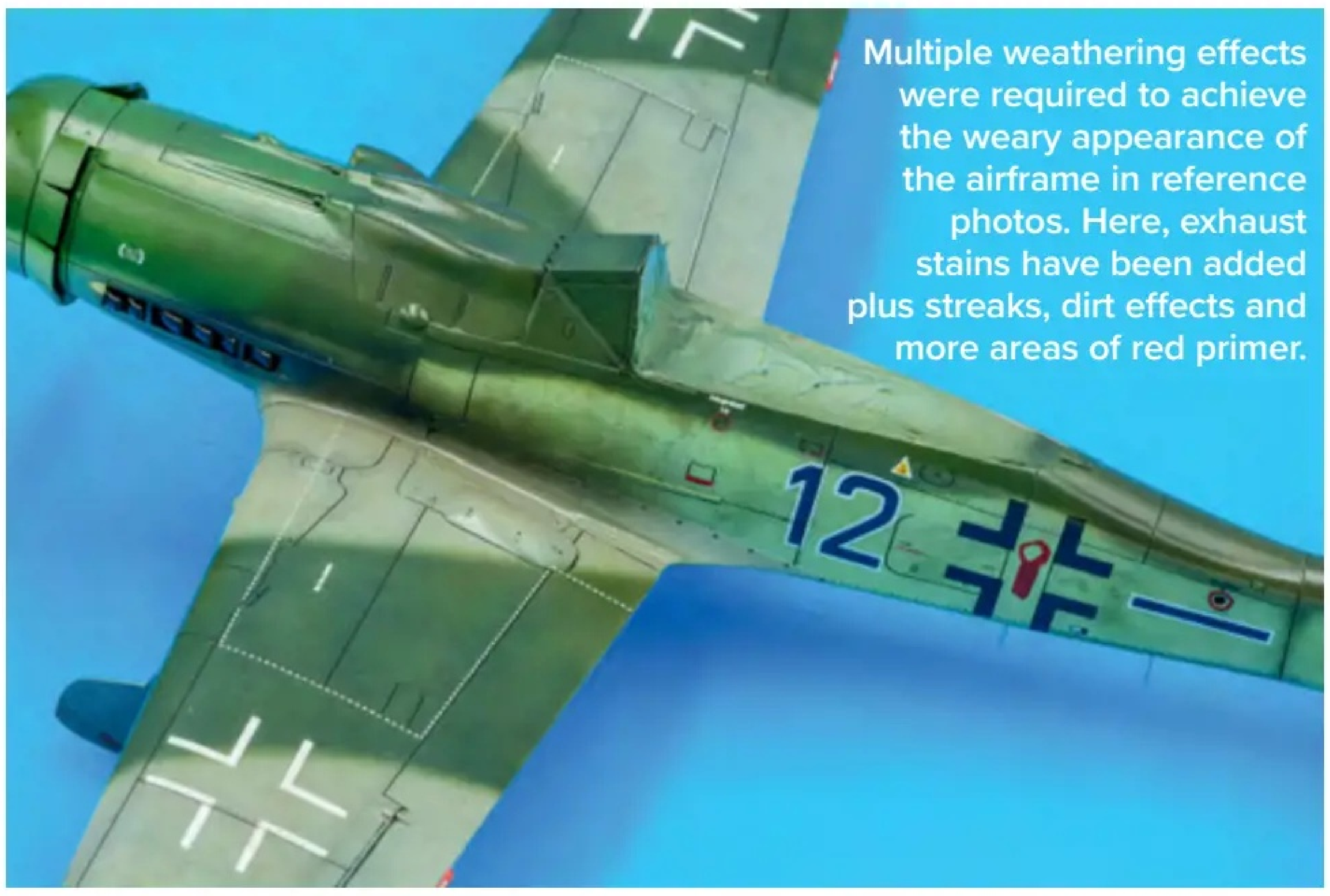
Pick your colours

Painting began with a primer coat using an aerosol tin of Mr. Surfacer 1000. After smoothing this with 4,000-grade Micromesh, I then pre-shaded the panel lines. The undersides were tackled first, starting with Alclad II

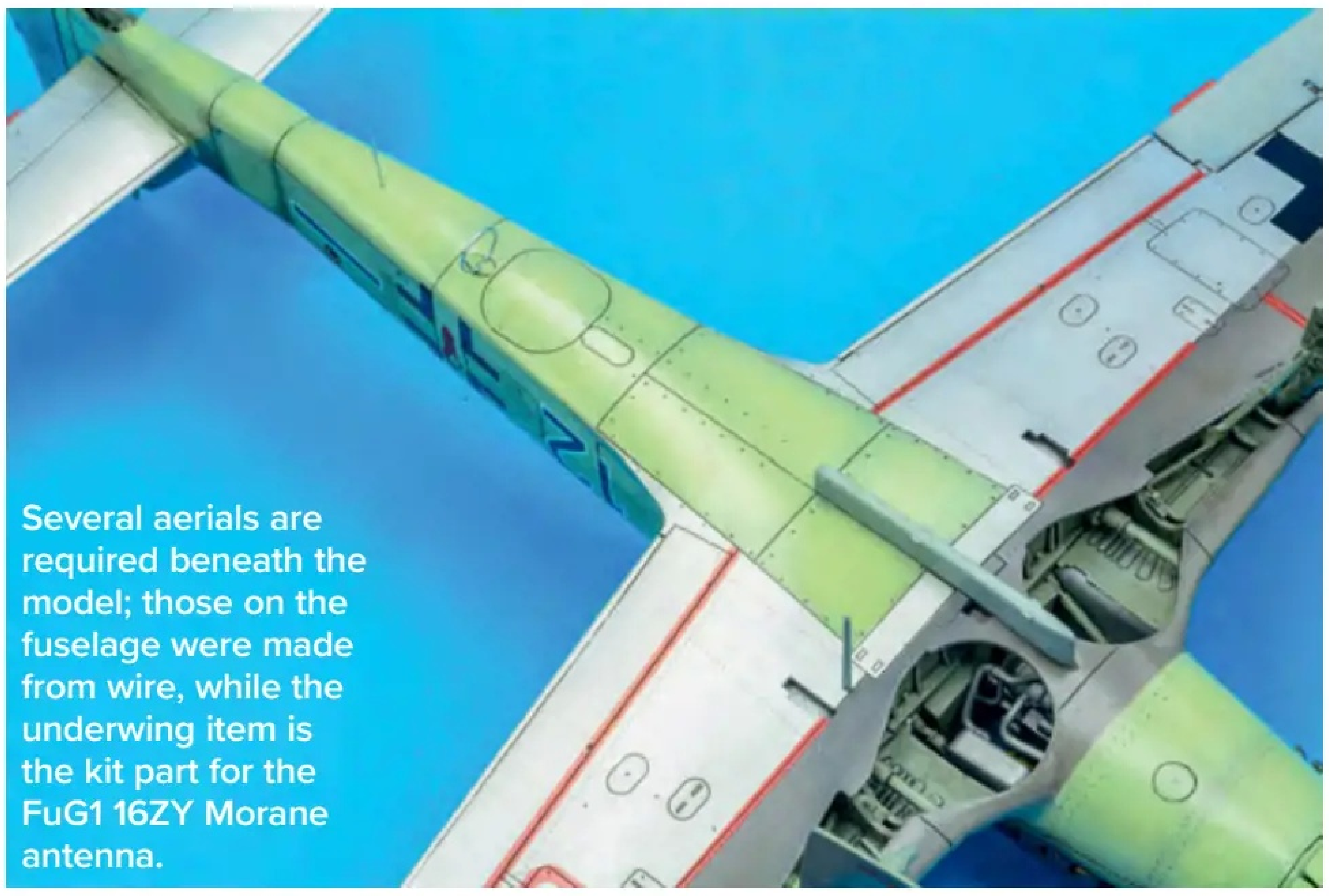


The underside sported red primer on many of the panel seams. The centreline rack was added as this was present in the photos; it appears to have been painted RLM 76 Light Blue.

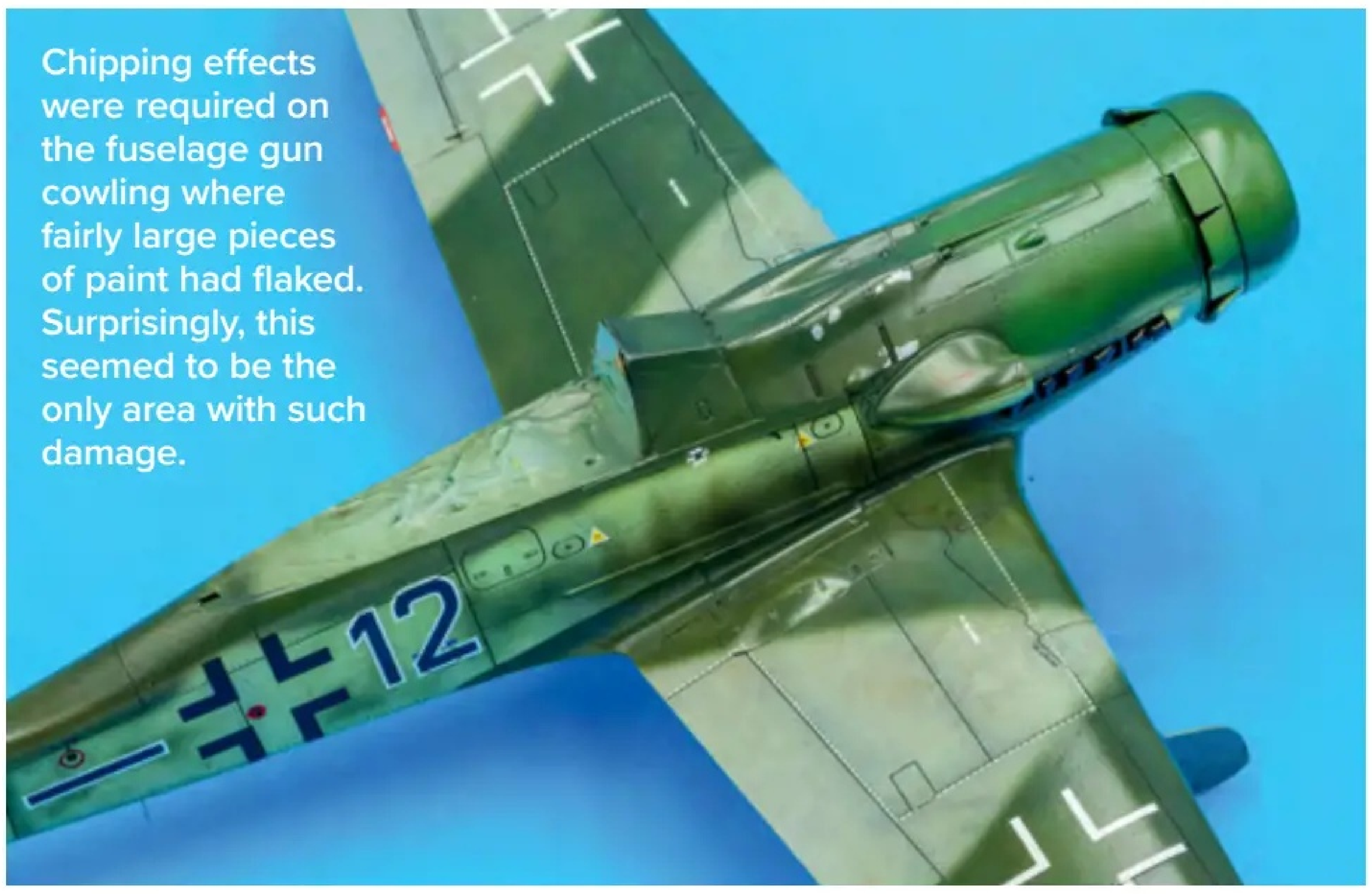
The decals are comprehensive and, with this aircraft having an almost full set of stencils, these took time to apply.



Multiple weathering effects were required to achieve the weary appearance of the airframe in reference photos. Here, exhaust stains have been added plus streaks, dirt effects and more areas of red primer.



Several aerials are required beneath the model; those on the fuselage were made from wire, while the underwing item is the kit part for the FuG1 16ZY Morane antenna.



Chipping effects were required on the fuselage gun cowling where fairly large pieces of paint had flaked. Surprisingly, this seemed to be the only area with such damage.

ALC-101 Aluminium for the metallic sections, after which the wing leading edges were masked before receiving H69 RLM 75 Grey. These areas were also masked, then the remaining underside areas were airbrushed Light Green, which was also sprayed onto the fuselage sides.

Next came the upper wings, which were painted in accordance with the book diagrams for this manufacturer. The fuselage demarcations were set via Blu Tack, allowing for the mismatch at the junction with the 'power egg' and then airbrushed with H421 RLM 81 Brown-Violet, H422 RLM 82 Light Green and H423 RLM 83 Dark Green. After removing the masking, the demarcation was softened by overspraying the edges with Light Green, followed by the upper surface colours. The rudder received H417 RLM 76 Light Blue, after which the fuselage mottling was added, using the reference books for suitable guidance.

Red primer for the underside wing seams was masked and airbrushed with H414 RLM 23 Red; the remaining primed patches were hand-painted using Humbrol enamels. At this stage I added tonal variation via Artool and Uschi van der Rosten airbrush masks, using lighter and darker mixes of the base colours. It was then time for decaling, so the model was prepared by spraying gloss varnish. The markings took several evenings to apply, mainly due to the numerous stencils, with Microscale's setting solutions helping the decals to settle into the detail. Once completed, further gloss varnish sealed everything. I then returned to the airbrush masks to recreate the worn paintwork visible on the reference photos.

A panel line wash was applied using Flory Models' Dark Dirt, after which chipping effects were created on the starboard side of the gun cowling via Humbrol enamels. The paintwork was in surprisingly good condition in the photos, apart from being rather grubby. Finally, I airbrushed the heavy exhaust staining caused by the poor quality fuel, completing the main airframe. Next, the propeller, undercarriage and canopy were painted to match the rest of the model. The overspray of RLM 82 Bright Green was replicated on the back of the spinner; I also left the fuselage machine-gun muzzles painted in this colour as it appeared they weren't masked on the real airframe.

Once the remaining parts were painted and finished I was able to attach the undercarriage… this was tricky, due to the loose fit, so achieving the correct angle wasn't easy. A mix of MRP-126 Super Clear Semimatt and MRP-127 Super Clear Matt provided a final 'not-quite-matt' finish, after which the remaining masking was removed. Wing gun barrels were then fashioned from fine brass tube offcuts, as was the pitot tube. Aerials under the rear fuselage were made from wire, while the DF loop was created by wrapping wire around a suitable diameter paintbrush handle. The prop and open canopy were attached and the last job was to add the aerial lead, via Uschi van der Rosten elastic line. On the real aircraft there was no tensioner to take up the slack in the aerial as the canopy slid back, so I measured the length with the canopy shut to give the correct sag when posed open.

Blue 12 completed

I thoroughly enjoyed this build. No, the kit does not assemble easily, but it is well detailed, as you would expect from Eduard. As a bonus it does actually look remarkably like the real aircraft in the photos. I have two of these kits in stock so I'll definitely build one of the other options from the Eagle Cals decal sheet as a future project. AMW

MATERIALS AT A GLANCE

Alclad (www.alclad2.com)
ALC-101 Aluminium

Flory Models (www.florymodels.org)
FMW002 Dark Dirt

Mr. Hobby (www.albionhobbies.com)
H70 RLM 02 Grey
H74 Sky
RLM 82 Bright Green
H332 Light Aircraft Grey
H414 RLM 23 Red
H416 RLM 66 Dark Grey
H417 RLM 76 Light Blue
H421 RLM 81 Brown-Violet
H422 RLM 82 Light Green
H423 RLM 83 Dark Green
Mr. Surfacer 1000

Mr. Paint (www.mrpaint.sk)
MRP-126 Super Clear Semimatt
MRP-127 Super Clear Matt

> **"When the editor asked if I'd like to tackle Eduard's kit I jumped at the chance"**

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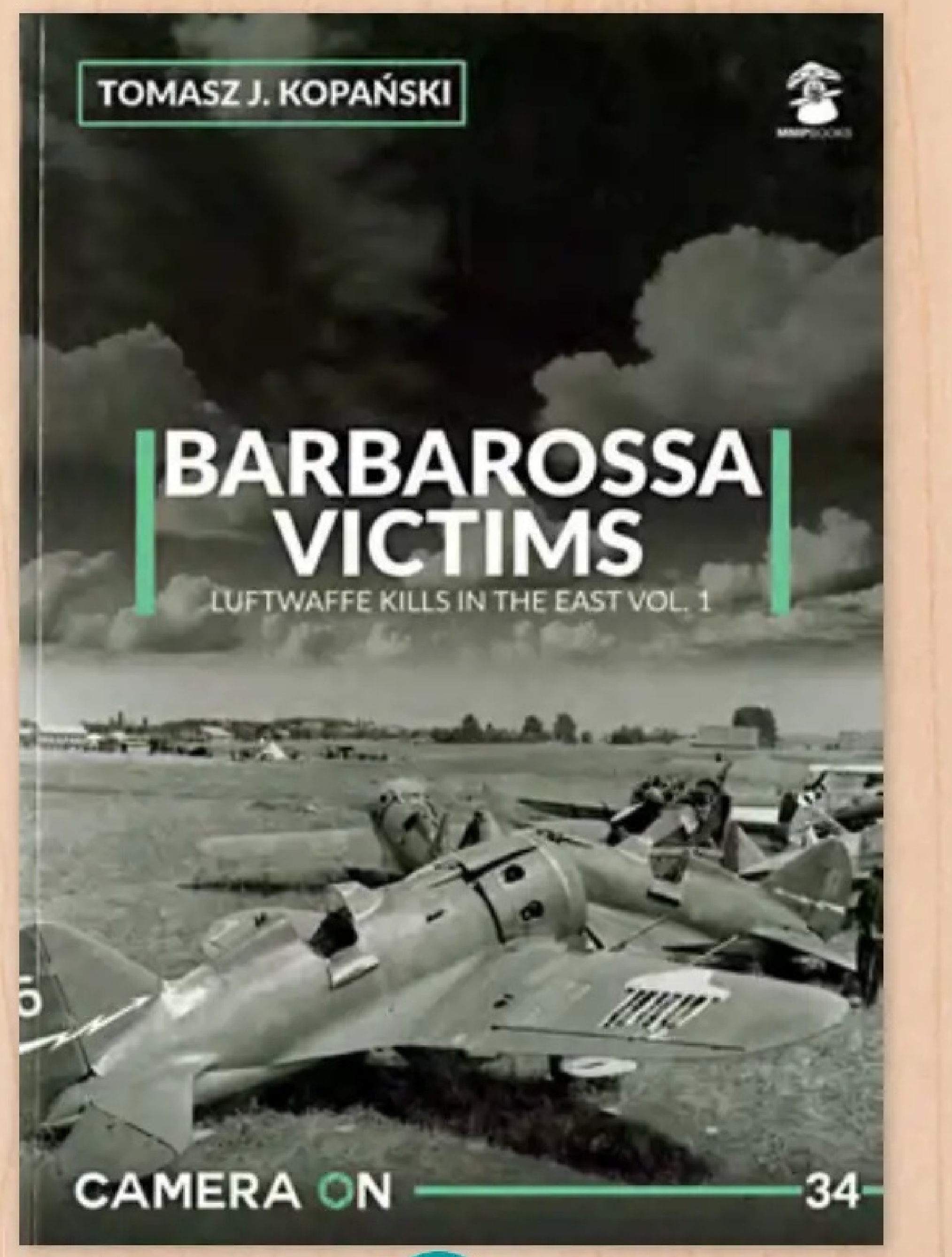
WARPAINT SERIES No.147
Nakajima Ki-43 Hayabusa/Oscar
By Daniel Kowalczuk

1



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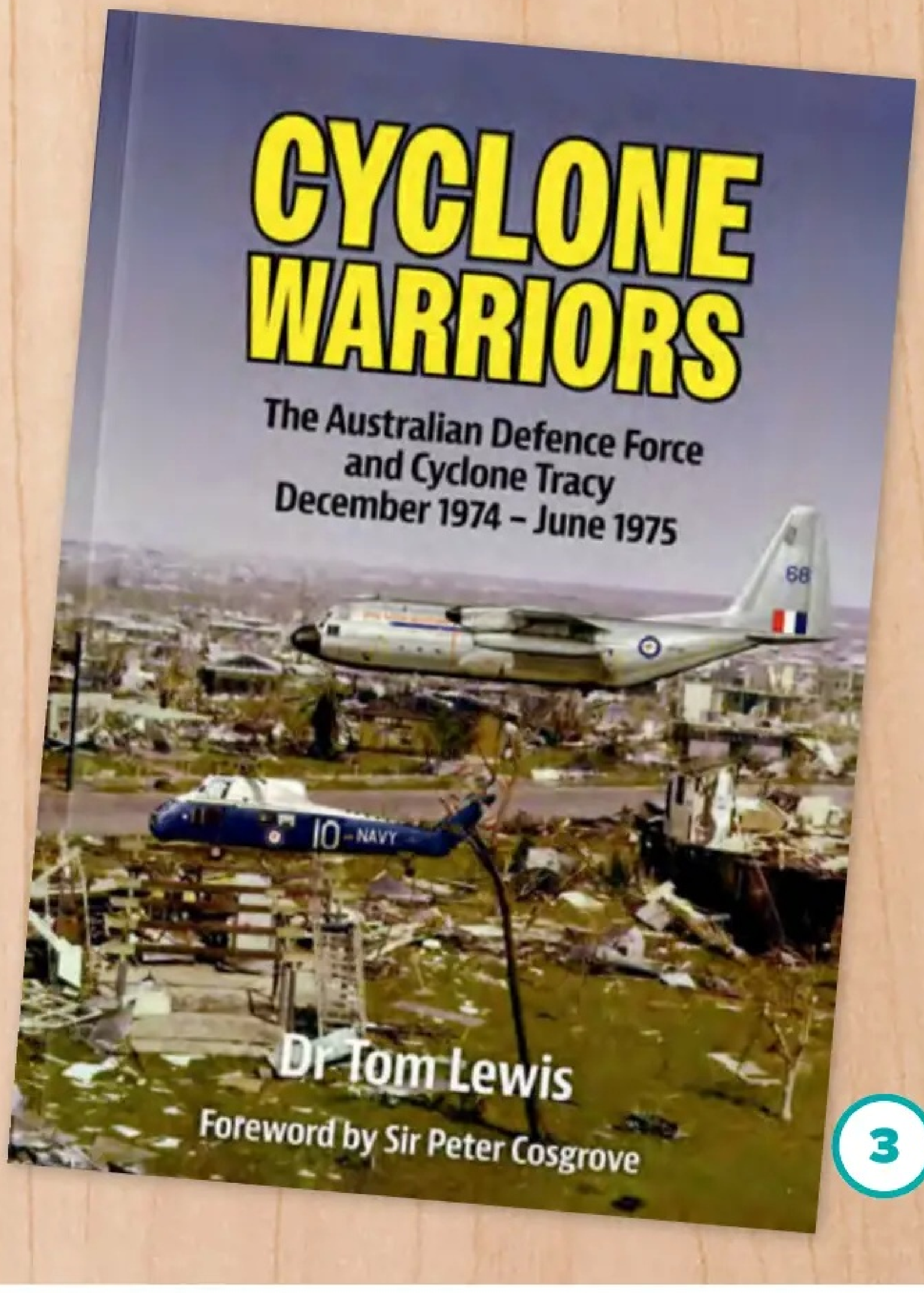

CYCLONE WARRIORS
The Australian Defence Force and Cyclone Tracy December 1974 – June 1975
Dr Tom Lewis
Foreword by Sir Peter Cosgrove

3

1

Nakajima Ki-43 Hayabusa/ Oscar

By: Daniel Kowalczuk
ISBN: 978-1-916759-25-1 **Price:** £17
Pages: 48 **Format:** A4
Web: www.guidelinepublications.co.uk

Presented in the firm's now standard perfect-bound format, this recent Warpaint volume focusses on the Nakajima K-43 Hayabusa (Peregrine Falcon), which had the Allied reporting name of 'Oscar'. As usual, the opening text addresses the type's background and development, before describing the different variants of this Imperial Japanese Army (IJA) machine. The Japanese decision to destroy most of its official material at the end of World War Two does affect (as it does on all histories) the availability of photos, but the selection is enhanced by including shots of non-Japanese operated airframes – offering greater variety to the modeller. It's not just Japanese service that's covered here, though, as the author also covers operations by Indonesian, French, Manchuko, Kuomintang and Chinese air arms. Five pages of close-up/ walk-around photos supply plenty of external detail, although limitations on access mean there aren't any of the cockpit interior or powerplant; fortunately, period photos at least partially address this shortcoming. Modelling inspiration continues via the 48 full-colour profiles, with an understandable emphasis on IJA airframes. There are several unusual liveries, including an almost tiger-stripe scheme on a Royal Thai Air Force Hayabusa. Curiously, the only mention of kits in the text is in connection with Hasegawa's re-boxed 1/48 Ki-43s as part of its *The Magnificent Kotobuki* anime series, which is a shame given the rich vein of products available. **SF**

2

Barbarossa Victims - Luftwaffe Kills in the East Vol.1

By: Tomasz J Kopański
ISBN: 978-83-67227-86-5 **Price:** £15
Pages: 80 **Format:** A4 portrait
Web: www.wydawnictwostratus.pl/en

Modellers interested in World War Two Eastern Front aviation have an interesting reference in MMP's new softback, *Barbarossa Victims*. Soviet aircraft suffered greatly during Germany's invasion, due to pinpoint Luftwaffe attacks on 66 airfields, with more than 1,800 airframes being destroyed or damaged. Modellers interested in the Eastern Front air war can glean much visual detail in this book by Tomasz J Kopański, which provides a fascinating and useful array of black-and-white photos, showing Soviet and imported aircraft types in damaged, destroyed or whole (but captured) states. Subjects include the Polikarpov I-153 and I-16, MiG-3, LaGG-3 and Gloster Gladiator. Anyone thinking of replicating a damaged aircraft in a vignette or diorama have plenty of detail and inspiration here. Markings are also shown to good effect, as are features seen on some airfields at the time. A scene begging to be emulated in scale form is that of a two-seat Polikarpov I-16UTI, which is accompanied by a German troop using it to support a washing line. It's a scenario ideal for portraying the more human side of warfare. The clarity of the photography is mostly sharp and, in some cases, patriotic slogans decorate the Soviet airframes, while at least one is shown wearing German insignia. All images have accompanying captions, stating useful data such as the user unit, weaponry and other pertinent points. This is a wallet-friendly reference with heaps of inspiration for any modeller keen on Eastern Front subjects. **CC**

3

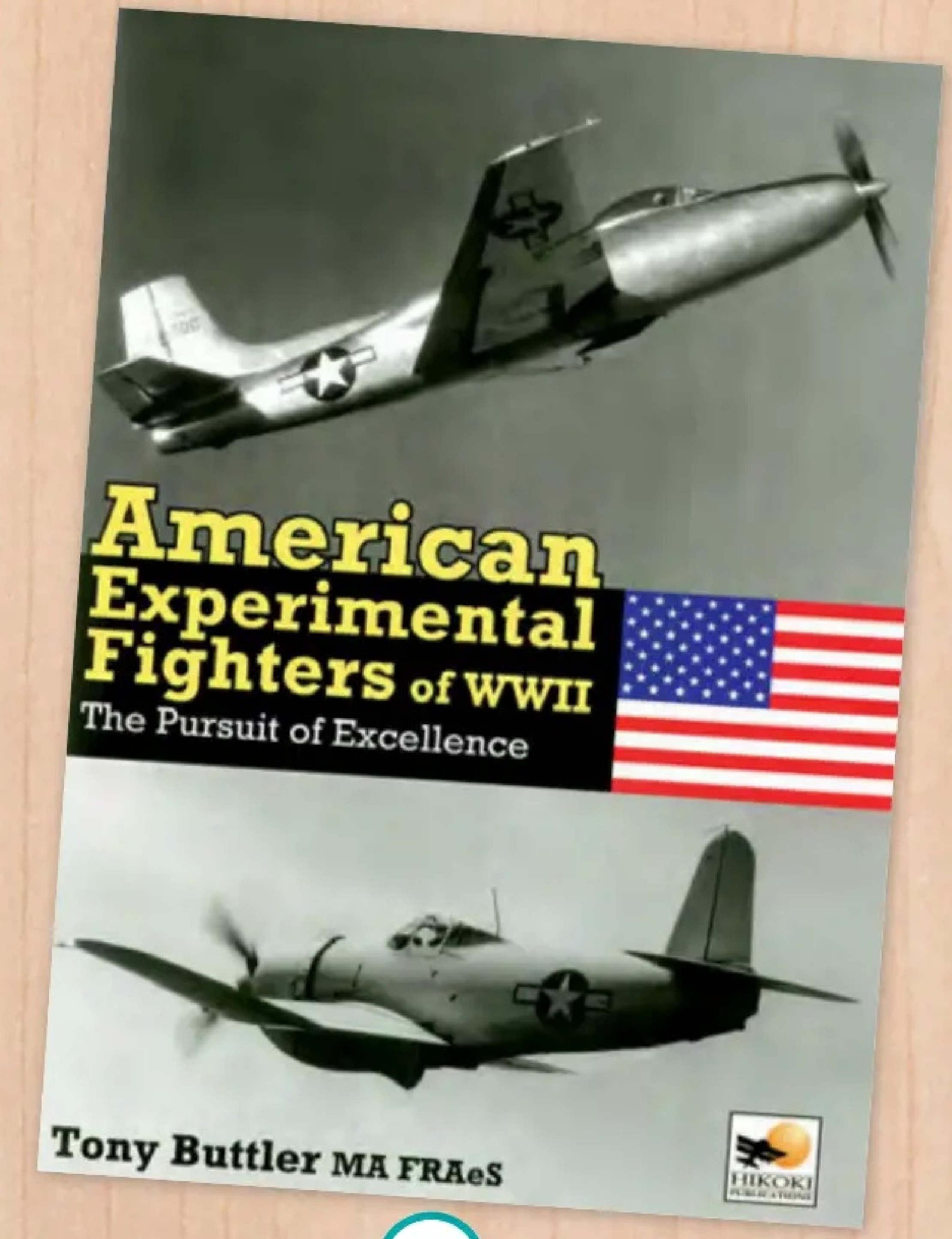
Cyclone Warriors The Australian Defence Force and Cyclone Tracy December 1974 – June 1975

By: Dr Tom Lewis
ISBN: 978-0-9756423-1-3 **Price:** £29.95
Pages: 128 **Format:** 175 x 250mm
Web: www.pen-and-sword.co.uk

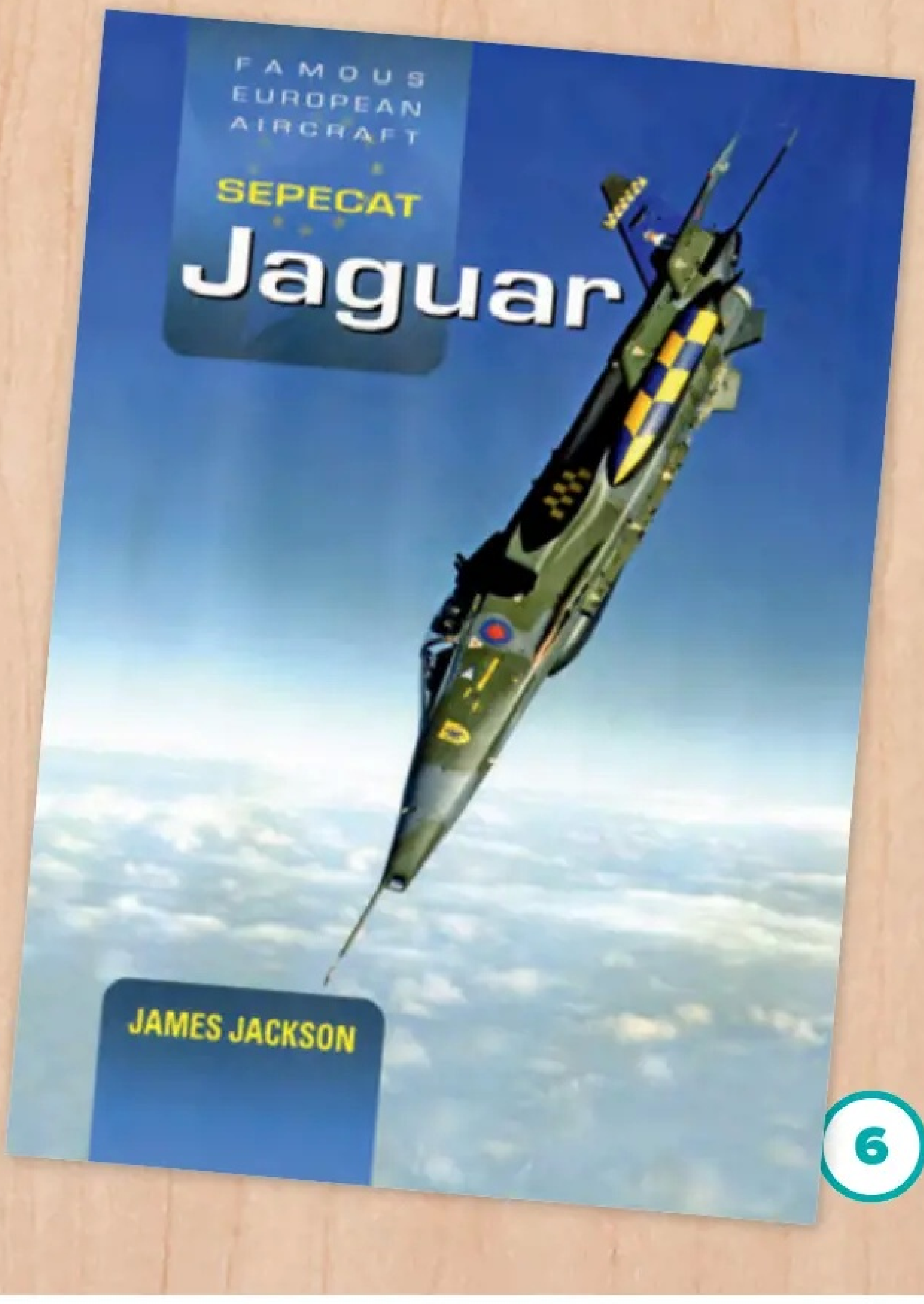
While much has been written about Cyclone Tracy, which devastated Australia's Northern territory capital of Darwin on December 24, 1974, there has been little on how the Australian Defence Forces responded. The author seeks to address this shortfall, highlighting how the efforts of the Australian Army, Navy and Air Force arguably saved the city from being abandoned. An opening chapter sets the scene in terms of Darwin's location and infrastructure, after which there are moving anecdotes on the typhoon's landfall. An explanation of how the Australian military structures operate in a crisis then leads neatly into descriptions of how the individual services responded. These vary from marathon 3,000-mile flights by C-130 Hercules crews, to the deployment of the aircraft carrier HMAS *Melbourne* – along with other vessels – working side by side with various civilian organisations (from the police to the Salvation Army). The narrative is enlivened by personal narratives – at times these are quite harrowing. Several myths and controversies are dispelled, from unfounded claims of looting to a cover-up of the number of fatalities. Although primarily a historical narrative, helpful profiles depict aircraft types used, while the period photos offer much inspiration for diorama builders. Above all, it serves as a fitting testament to the efforts and ingenuity of the Australian Defence Forces in response to this disaster. **SF**

TOW #2
US AIR POWER
1945–1990
VOLUME 1: US FIGHTERS AND FIGHTER-BOMBERS, 1945–1949
TECHNOLOGY @WAR SERIES
DAVID BAKER

4


American Experimental Fighters of WWII
The Pursuit of Excellence
Tony Buttler MA FRAeS
HIKOKI

5



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4

US Air Power 1945-1990 Volume 1: US Fighters and Fighter Bombers, 1945-1949

By: David Baker
ISBN: 978-1-804513-75-0 **Price:** £19.95
Pages: 84 **Format:** A4
Web: www.helion.co.uk

Publisher Helion & Co has a useful and growing set of books covering US military aircraft from 1945-1990, with this initial volume examining fighters and fighter-bombers from 1945-49. It explores how US designers coped with the transition from war work to a brief few years of peace, before being confronted by the Cold War. For many, this is the Golden Age of aviation, which prompted huge advances in jet aircraft, yet propeller-driven machines were still very much at the forefront. As such, the types shown in this volume are prime modelling subjects, such as the P-59 Airacomet, P-80 Shooting Star, P-51H Mustang, P-82 Twin Mustang and F-84 Thunderjet. Experimental prototypes also feature, including the XF-92, XP-87, XF-85 and XF-91. Modellers can glean useful details from the excellent imagery, which educates just as much on colours and markings as it does structural nuances. The author runs through major milestones, interweaving technical aspects and performance data with operational focus and the political backdrop of the time. Much inspiration can be found in the eight-page centre section, which carries 24 colour profiles of types already mentioned, plus the F-89 Scorpion, F-94 Starfire, XP-81, XP-88, YF-93 and more. Baker's text is always engaging and, even with the extensive technical perspective, never falls into dryness. Several data tables help to provide performance context between types. Any aircraft modeller interested in the post-war period, has a splendid reference here. **CC**

5

American Experimental Fighters of WWII: The Pursuit of Excellence

By: Tony Buttler MA FRAes
ISBN: 978-1-80035-310-7 **Price:** £34.95
Pages: 320 **Format:** 304 x 218mm
Web: www.crecy.co.uk

This recent hardback from Hikoki offers a wealth of detail and history on US World War Two experimental fighter aircraft. Penned by renowned aviation historian Tony Buttler, the book describes 24 different experimental fighter types designed and built in the US. Amazingly, of those explored, the following have all been produced in kit form over the years: XP-49, XP-50, XP-51, XP-54, XP-55, XP-56, XP-58, XP-60, XP-40, XP-62, XP-47, XF-11, XP-75, XP-77, XP-79, XP-81, XP-83, XF8B-1, XF14C-1, XF15C-1 and XF5F-1. As such, the book is a highly useful reference crammed with quality period photos. All the technical details of each type is given by the author, who is especially well known for his previous books on experimental aircraft. Supporting the images are factory drawings and data tables. Detail-hounds will find much inspiration, which show entire airframes from various angles, plus close-up views. On studying the pages, it's fascinating to see structural nuances which, in some cases, made their way to operational fighters when a partcular programme was ultimately successful. Many of the types described here, though, while being useful from a learning perspective, did not make it to general production, with some failing due to dangerous drawbacks. Regardless, though, experimental aircraft make for an engaging and decidedly different modelling theme. If you fancy tackling some of these American subjects via kits in styrene, vac-formed plastic or resin, this lavishly illustrated book is a must-have reference. **CC**

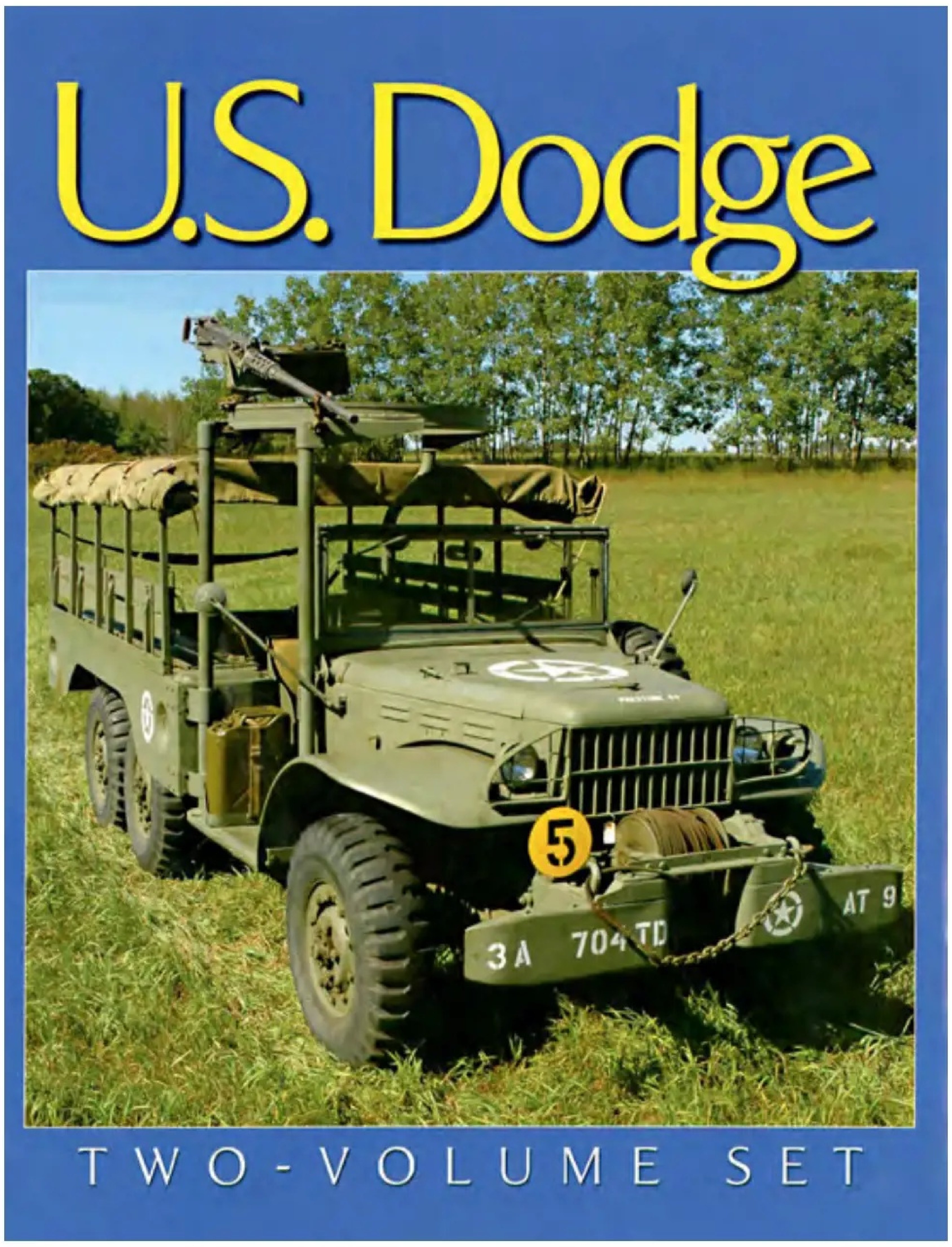
6

SEPECAT Jaguar

By: James Jackson
ISBN: 978-1-80035-329-9
Price: £39.95
Pages: 336 **Format:** 224 x 286mm
Web: www.crecy.co.uk

Crécy's lavish volume on the SEPECAT Jaguar is arguably timed perfectly to engage with those modellers who've just acquired the new Airfix 1/48 kit. All aspects of this ground-attack aircraft are tackled in depth, from the project's initial design through to drawing board projects. While much of the content is to be as expected – development, operational service (from British, French, Ecuadorian, Nigerian, Omani and Indian perspectives), combat and upgrades – it's the manner in which the author has added fresh material, such as covering the failed proposals for the Jaguar and how each service sought to maximise the type's capabilities. The narrative is well written and easy to follow, being backed throughout by an excellent selection of photographs, line drawings and data tables. The format also allows for a cracking chapter that describes the ill-fated naval Jaguar and the efforts taken to adapt the basic design so it could operate from a carrier. Most (if not all) schemes worn by Jaguars operationally are included, along with test airframes, making this an invaluable reference. A series of appendices are equally informative, providing lists of all aircraft produced by serial number (including export machines), along with which airframes were lost due to accidents/combat action. If you're intending to build a Jaguar – regardless of scale – and you're looking for a one-stop shop on the type, then this is the ideal reference. It's also great value, given the amount of material contained within the 336 pages. Highly recommended. **SF**

ULTIMATE US DODGE MILITARY TRUCK REFERENCE



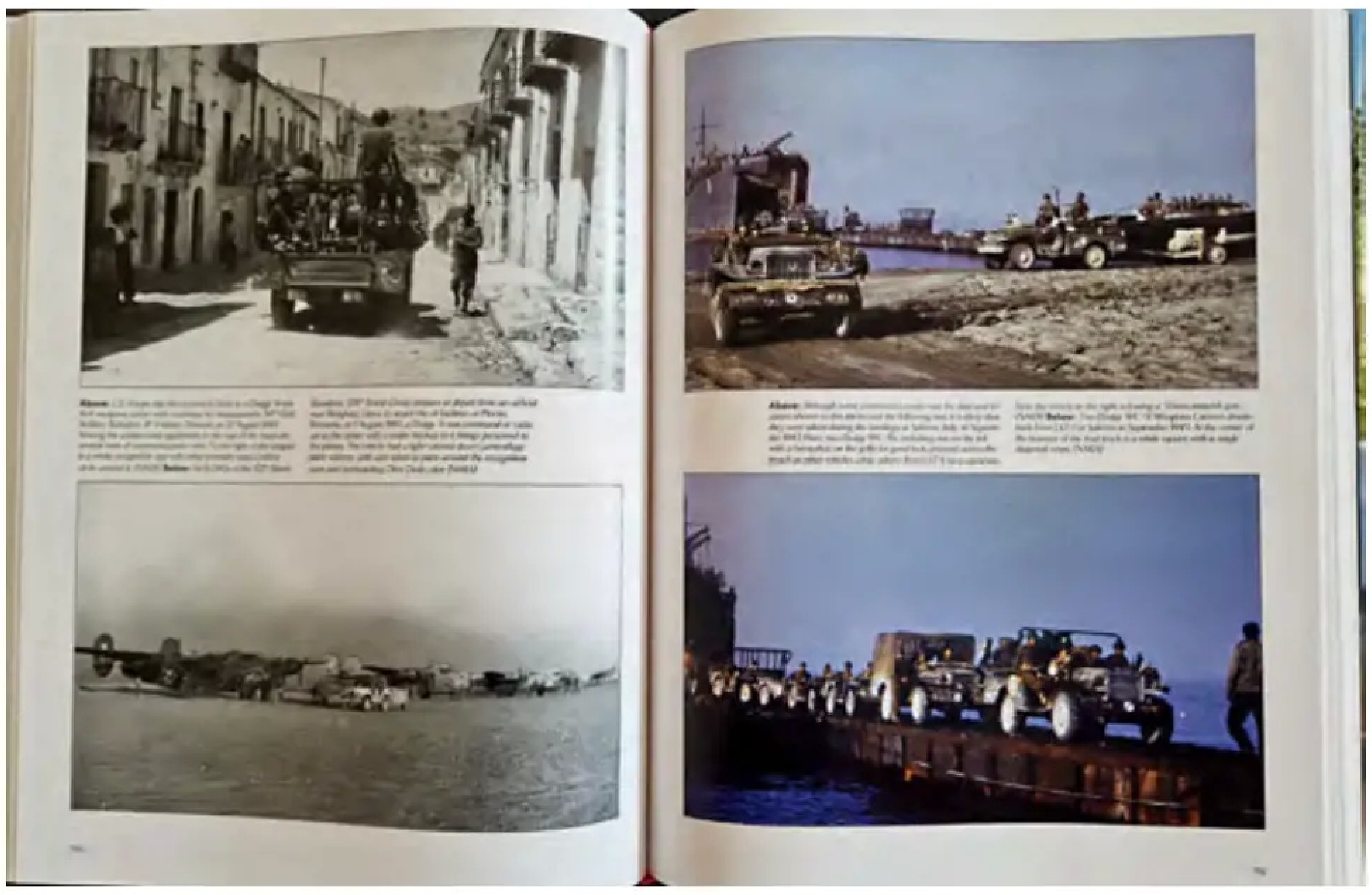
US Dodge The development of Dodge military trucks 1940-1945 | **By:** David Doyle | **ISBN:** 978-0-9861127-8-2 | **Price:** £199.99 | **Pages:** 1,024
Format: 297x 225mm | **Web:** https://www.ebay.co.uk/str/jeepbookslrd

Modelling treasure trove

If you're a military modeller who loves building US Army trucks and want to treat yourself why not consider David Doyle's thumping two-volume examination of Dodge vehicles. I say 'treat' because these books, both provided in a handsome colour slipcase, cost £199.99. But you do get 1,024 pages of prime, well-researched content that's endlessly useful for modelling.

This value is only reinforced by the fact that it's not just World War Two machines that are covered. The narrative and imagery extends to Cold War trucks and their different variants up to 1970, including examples from the Korean War, Vietnam and in NATO service. Ultimately, Dodge-based vehicles served the US military for much of the 20th Century, so there's plenty of material to consider.

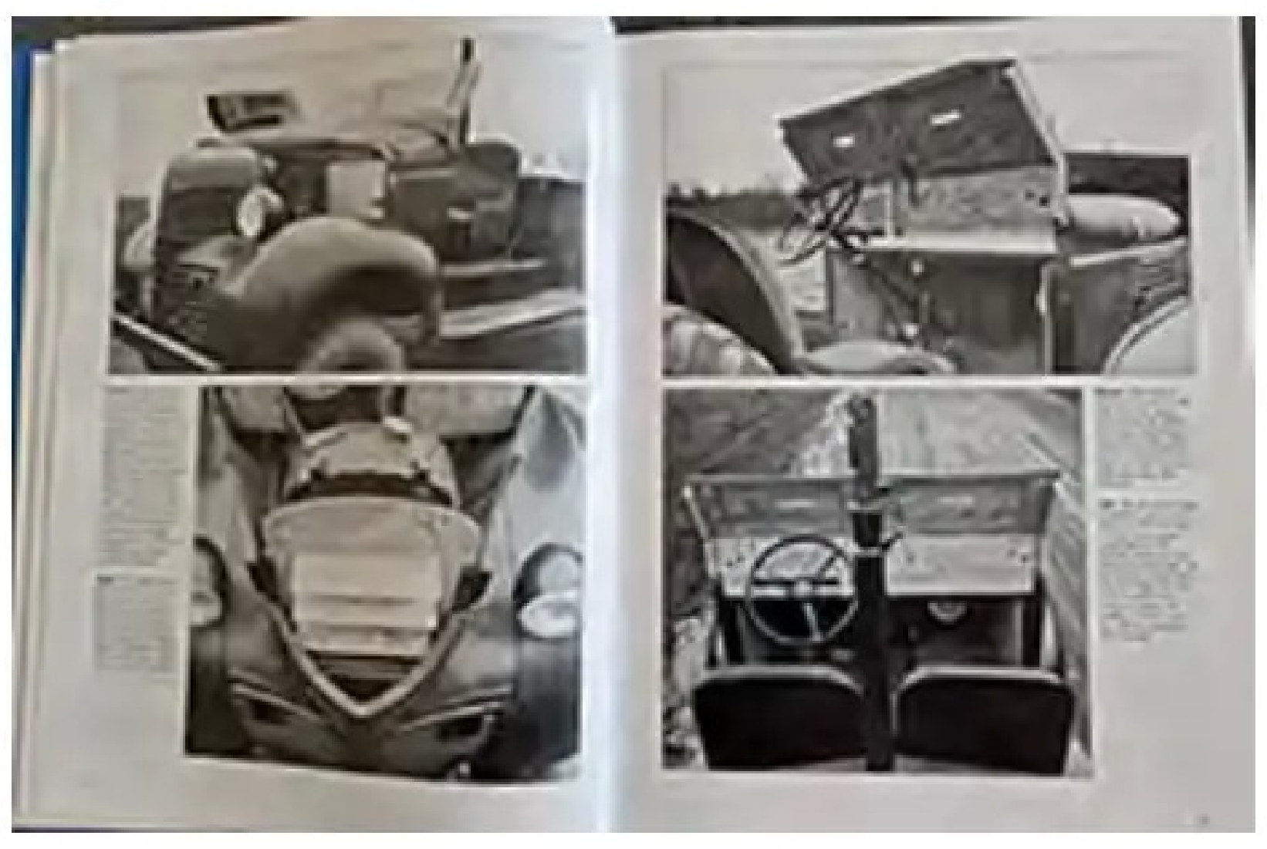
Although Doyle's books occasionally feature prototypes, it's mainly service machines that fill the pages here. Beginning with development, Book 1 studies types such as the Dodge VC 1/2-ton 4x4, various 'WC' numbered sub-types, 37mm Gun Motor Carriage M6 and 1 1/2-ton 6x6 and the like. Book 2 delves into post-war variants such as the G-741 family, VC and WC, M-43 and more... including experimental vehicles that never actually entered service.

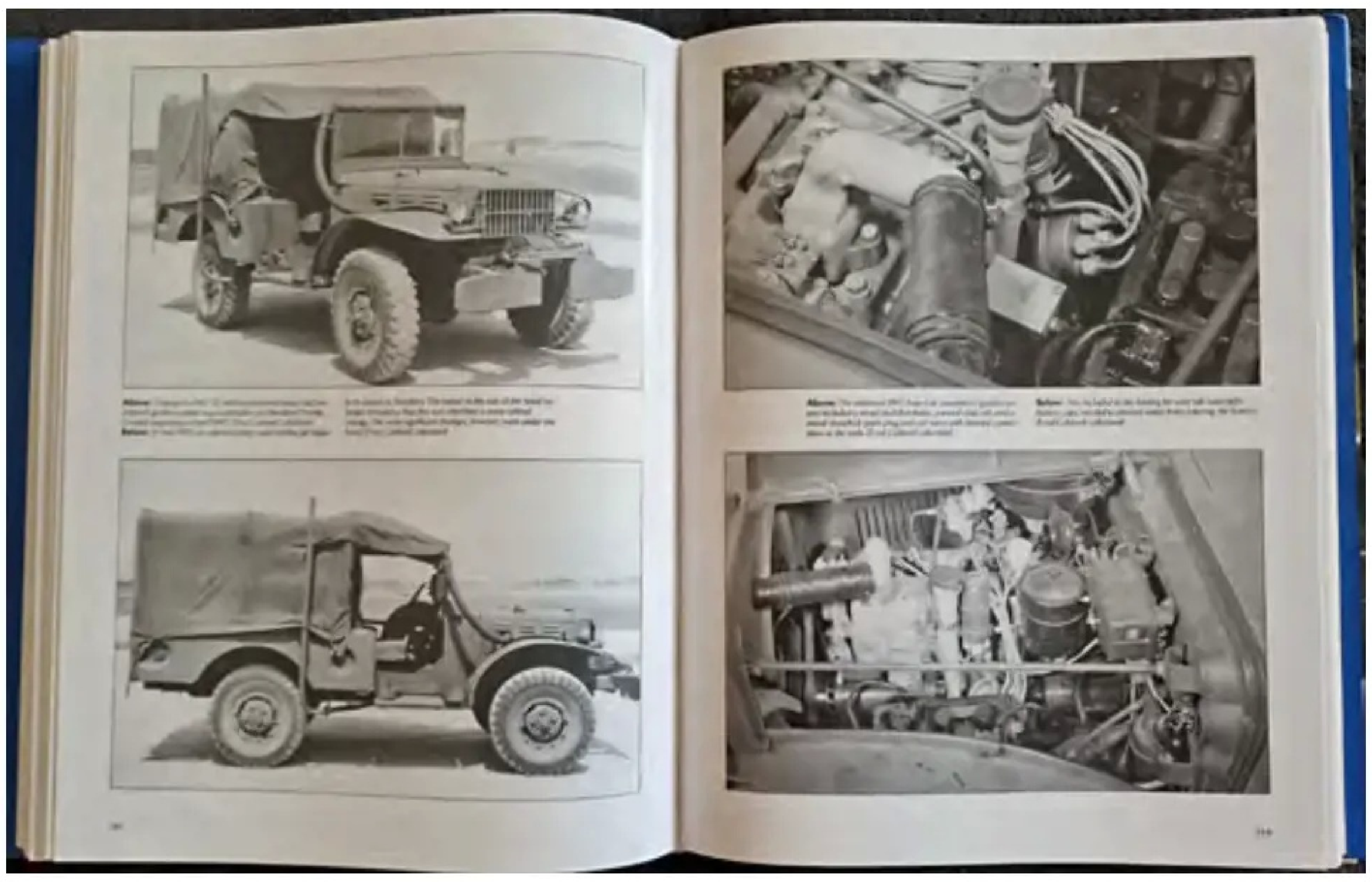


Any military truck-focused modeller has a wealth of subject matter and inspiration across these pages, as the numerous period and contemporary photos – most of which are excellent, some being in colour – offer seemingly endless visual cues. Structural details, stowage, usage and even how these machines dirtied and weathered can all be ascertained. And it's staggering just how many roles/tasks were afforded to Dodge vehicles: cargo and troop haulers, refuellers, ambulances, ammunition and weapons carriers, command cars, recovery, even firefighting.

Although many images are detailled in their format, there are plenty of others showing the vehicles in use in combat, maintenance and support settings. Diorama modellers can run rife here in terms of ideas to fuel particular scenes. Examples include an ambulance being transported by landing craft during the Allies' invasion of southern France, 6x6 trucks delivering fresh meat to field kitchens and various other sub-types carrying all manner of supplies. Another splendid option for scratch-builders is the 3/4-ton weapons carrier with a bespoke wooden platform on the back, employed by the US Army's 602nd Engineer Camouflage Battalion. The possibilities for dioramas/vignettes are seemingly endless.

While this package isn't cheap, it's invaluable for any modeller building on this theme, regardless of scale, especially as there are plenty of kits available. **CC**





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HAULER HO (1/87) -stavebnice-construction kits
HLR87230 T-62 soviet tank
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AIRFIX
1:48 SUPERMARINE SPITFIRE Mk.I

①

②

A-26B Invader
№ 1274
1:72
ITALERI

HURRICANE MK IIB TROP
1/48
ARMA HOBBY

③

①

Supermarine Spitfire Mk.I

By: Airfix **Scale:** 1/48
Item no: A05126B **Price:** £29.99
Web: https://uk.airfix.com

The re-released 1/48 Spitfire Mk.I from Airfix offers the rare opportunity to finish this early variant in desert camouflage, courtesy of a fresh decal sheet. Otherwise, the contents are unchanged, with parts presented on six styrene runners (including one for the clear parts) and these are marked by a lack of surface blemishes or flash. You can build two RAF machines and one French (captured by Axis forces) example. The standout option for many modellers will be the Mk.Ia HK856/C, of the RAF's 1 Middle East Training School at El Ballah, Egypt in 1942. This wears the Dark Earth, Middle Stone and Azure Blue more commonly seen on Mk.V/VIII/IX sub-types, so is a highly unusual addition. Secondly, there's a French Air Force Mk.Ia coded 'FWB' in Dark Earth and Dark Green over aluminium, and with a tricolour rudder, which was captured by German forces at Orléans-Bricy, France, in July 1940. Lastly, Airfix provides a home-based, pre-war Mk.I, K9794, which hails from 19 Squadron at Duxford, Cambridgeshire, in 1938; this variant uses the early fixed two-blade propeller, while the remainder use the standard three-bladed item, although all use the later 'blown' canopy. Alternative parts involve optional seat armour, open/closed gun bays, a radiator with an open/closed flap, wheels up/down, different cockpit glazing and radio masts. Airfix's quarter-scale Spitfires are generally well-liked – although the undercarriage can be tricky due to its split-mainwheel leg arrangement – and it's pleasing to see the Mk.I variant return with different build and markings options... especially that desert-toned airframe.

②

A-26B Invader

By: Italeri **Scale:** 1/72
Item no: 1274 **Price:** £36.50
Web: www.hobbyco.net

Filling a reoccurring gap in the market, Italeri's 1/72 gun-nosed A-26B Invader has been re-released with a new decal sheet. Note, just an early airframe can be built out of the box as the late-model's eight-gun nose is omitted, while the wing guns will need removing for an early machine (which used underwing gun pods). Both the flat-topped cockpit glazing and the later clamshell iteration are provided, and their representation is good. There's also the fact that the wing-root locating slots and tabs will be visible through the bomb racks if the bomb bay doors are posed open. Panel-line engraving is reasonably fine, and Italeri supplies alternative dorsal gun turret formats, but also the joint control mechanism for both dorsal and ventral gun turrets. Main undercarriage legs are somewhat simplified but they still offer brake lines and torque scissors. This Invader does fall down slightly when it comes to the engines, which are basic in comparison to those in more modern kits. Italeri's decal sheet is excellent, being printed by Cartograf, with thin gloss carrier film and rich colouring. The markings options are:

- 43-22354/2A-S *TOM SWIFTS Flying Machine*, 416th BG, A69 Laon-Athies, France, spring 1945
- 43-22359/RG-A *STINKY*, 386th BG, A60 Beaumont-sur-Oise, France, spring 1945
- 43-22440/16, 47th BG, Grosseto Air Base, Italy, January 1945
- 41-39207/AN-V, 386th BG, A55 Villaroche, France, October 1944
- 44-34220/13, 319th BG, Machinato, Okinawa, July 1945
- 44-35541/U, 3rd BG, Kunsan (K-8), South Korea, November 1952

③

Hurricane Mk.IIb Trop

By: Arma Hobby **Scale:** 1/48
Item no: 40008 **Price:** £45
Web: www.armahobby.com

The exquisite 1/48 Hawker Hurricane from Poland's Arma Hobby has been reworked as a Mk.IIb Trop package, with fresh decals. It features a Vokes tropical filter and a new decal sheet with markings for three different overseas-based RAF airframes. This, as with all other Arma Hurricane kits, offers stunning detail... especially in the cockpit, which features full internal framework. Extra refinement comes in the form of decals for the instrument panel plus seat harness, although the firm also produces an aftermarket 3D-printed resin seat (48003-3D) with integral straps. The elevator and rudder are moulded separately and the undercarriage bay is packed with fine features. Arguably the best 1/48 Hurricane Mk.II on the market, here, Arma's model comes with self-adhesive paint masks for the cockpit glazing and wheels, two different canopies for closed/open positions and alternative gun cameras and tailwheel struts. One marking scheme wears the classic desert tones of Dark Earth and Middle Stone over Azure Blue, while the other two sport Dark Green and Dark Earth over Sky. Note that the first choice is a 'Hurribomber', equipped with underwing racks and bombs, while a different look is afforded to the third machine, via partial white patches along the forward third of the wings. The options are:

- HL795/V, 274 Sqn, Sidi Haneish, Egypt and Sidi-Bu Amud, Libya, November 1942
- BG967/A (Donald Duck nose art), 261 Sqn, China Bay, Trincomalee, Ceylon, 1942
- Z4017/FU-56, B Flight, 81 Sqn, Operation Benedict, USSR, October 1941

LF MODELS
He-112E
Romanian service
PE4817
SCALE 1/48

4

Czech Master Resin 1/72 Scale
CMR72-5101 Curtiss A-8 Shrike
'In-line Engine'

5

P-47D-26RA THUNDERBOLT
1:48 SCALE
48003
MiniArt

6

4

Heinkel He 112E Romanian Service

By: LF Models **Scale:** 1/48
Item no: PE4817 **Price:** €36
Web: www.lfmodels.com

LF Models' 1/48 Heinkel's He 112 tooling – first issued in 2022 – has returned with new parts and decals for Romanian airframes. It's a classic short-run, all-styrene affair, the parts coming on two mid-grey runners and one clear. Panel line engraving is reasonably fine, while a basic attempt at providing structural cockpit frames is evident on the inner faces of the fuselage halves. These areas get busier with separate parts such as an oxygen bottle with regulator, switch boxes, flap lever and trim wheels. The floor receives rudder pedals, a control column and rear bulkhead, plus a two-piece seat. Meanwhile, the instrument panel has raised and recessed features – but no dials in the form of decals are present. You can depict B-1/B-2 sub-types, thanks to separate exhaust panels; one features a single collector tube and the other receives exhaust stubs. As for the mainplanes, there is an entire lower wing with separate upper halves. The undercarriage legs themselves are fairly good, with a decent portrayal of ribbed rubber oleo gaiters and there are separate retraction jacks, but no torque scissors. Pleasingly, there are separate flaps, ailerons, elevators and rudder, plus a choice of open/closed canopy. The four schemes, all for home-based airframes, are:

- White 7, Lt Ioan Maga, Escadriala 51, Grupul 5, Pipera-Bucarest, 1942
- White 24, Escadriala 51, Grupul 5, Pipera-Bucarest, 1942
- White 30, Escadriala 51, Grupul 5, Pipera-Bucarest, 1943
- White 10 *Bill*, Lt Av Tiberiu Statescu, Escadriala 51, Grupul 5, Pipera-Bucarest, 1942

5

Curtiss A-8 Shrike 'In-line engine'

By: CMR **Scale:** 1/72
Item no: CMR72-5101 **Price:** €36.33
Web: www.4pluspublications.com/en/

CMR has re-released its resin 1/72 Curtiss A-8 Shrike, which had an in-line engine (the A-12 was fitted with a radial). It has a one-piece mainplane with pre-drilled locating holes for the struts and rigging, plus recesses to accommodate the undercarriage 'trousers'. Detail for both cockpits is provided, comprising separate floors, instrument panels with recessed dials, seats and a gun for the rear 'office'. Cockpit glazing is vac-formed and, thoughtfully, you get two sets, in case of mishap. Remaining parts mainly involve the halved undercarriage trousers, wing struts, horizontal stabilisers, two-piece radiator unit, tailwheel and under-belly fuel tank. The standard of detail overall is good, there being delicate engraved panel lines, plus raised features where appropriate. All flying control surfaces are cast integrally but pleasingly, the hinge points are finely rendered. Rigging holes are also present, which will make life much easier. The exhausts are detailed, as is the defensive machine gun. Undercarriage trousers are also impressive, these two having added rigging holes. Fine control linkages also bisect the mainplane and its flaps/ailerons. CMR provides thin, satin-finish decals with barely visible carrier film for four schemes:

- 33-350, Black 20, 90th Attack Sqn, 3rd Attack Gp, Kelly Field, Texas, 1933
- 33-347, Black 80, 37th Attack Sqn, 8th Pursuit Gp, Langley Field, Virginia, 1935
- 33-349, Black 83, 37th Attack Sqn, 8th Pursuit Gp, Langley Field, Virginia, 1935
- 3rd Attack Group, anti-aircraft, artillery and Air Corps exercises, Godman Army Airfield, Kentucky, May 1933

6

P-47D-26RA Thunderbolt

By: MiniArt **Scale:** 1/48
Item no: 48003 **Price:** £59.99
Web: www.creativemodels.co.uk

Ukraine's MiniArt has reissued its popular 1/48 Republic 'Bubbletop' Thunderbolt as a P-47D-26RA, in Advanced Kit format, which offers extensive photo-etched (PE) brass details, plus the provision of dropped flaps and open gun bays. The PE parts replicate items such as seatbelts, engine embellishment, structural nuances for the main undercarriage bays and panel rebates for the gun bays. You certainly get plenty for your money, with 22 styrene runners (including a small clear frame for the canopy, windscreen landing lights and gunsight), of which ten are dedicated to weapons and drop tanks. As an Advanced product, this means there are open gun bays and extra detail for the engine, plus a choice of a seat with integrally moulded harness or using PE straps on a 'plain' seat. As with MiniArt's other P-47D boxings, there are four styles of fuel tank, a smoke discharger, two types of 1,000lb bomb, plus 500lb and 250lb bombs, as well as M10 'Bazooka' triple rocket-launchers. Select underwing stores also receive PE improvement. The colour schemes are all new, too, and one of these – "*OLE COCK III*" – is properly famous... it's also a camouflaged version, while the others are bare metal:

- 42-28307/71 "*TOOTS*"/"*LIL ABNER*", Lt Joseph Angelone, 66th FS, 57th FG, Twelfth Air Force, Grosseto, Italy, 1944
- 42-28382/HV-S "*OLE COCK III*", Capt Donavon Smith, 61st FS, 56th FG, Eighth Air Force, Boxted, Suffolk, UK, June 1944
- 42-28368/8N-K "*MARGI Mc*", 1st Lt James M Davis, 405th FS, 371st FG, Ninth Air Force, Metz, France, early 1945

special HOBBY
72
U.S. AIR FORCE
FQ-377
F-82H Twin Mustang
'Alaskan All-Weather Fighter'
SH 72203

9

CMR
Czech Master Resin 1/72 Scale
CMR72-243 Gloster Gamecock Mk.I
'RAF Service'

7

eduard
ProfiPACK
Mustang Mk.III
scale 1/48

8

7

Gloster Gamecock Mk.I 'RAF Service'

By: CMR **Scale:** 1/72
Item no: CMR72-243 **Price:** €31.02
Web: www.4pluspublications.com/en

Fans of RAF 'Silver Period' fighters will surely welcome the return of CMR's 1/72 resin Gloster Gamecock with new decals. One change is the original vac-formed glazing has been replaced by a more accurate printed acetate windscreen. All parts being provided in cast resin, it's a relatively simple offering, but is still well detailed. Note, too, that the first iteration had the elevators cast in situ, but here they are separate. The lower mainplane is integral with the fuselage, as are the horizontal stabilisers, so achieving the correct angles isn't an issue. Chord-wise engraved lines denote where the wing fabric is taut over the internal ribs, although this might not be to everyone's taste. Meanwhile, the Vickers .303 machine guns are already cast in their fuselage recesses. Cockpit details comprise a seat, control column and rudder pedals, these being enshrouded by an upper curved panel piece. The Bristol Jupiter VI engine comes via a main part with all cylinder housings in situ and these have well-rendered cooling fins. The casting of the wheels is reasonable, but the tyres are arguably slightly thin and could do with looking a little more chunky. The choices are:

- J8084, Sqn Ldr Raymond Collishaw, 23(F) Sqn, RAF Henlow, Bedfordshire, 1927
- J8073, Fg Off A H Montgomery, 32(F) Sqn, RAF Kenley, Croydon, South London, 1927
- J7908, 43(F) Sqn, RAF Tangmere, West Sussex, 1926-27
- J8047, 3(F) Sqn, RAF Upavon, Wiltshire, 1927-28
- J8408, Sqn Ldr A R Arnold, 17(F) Sqn, RAF Upavon, Wiltshire, 1928

8

Mustang Mk.III

By: Eduard **Scale:** 1/48
Item no: 82109 **Price:** £22.87
Web: www.eduard.com

Eduard's Mustang Mk.III ProfiPACK has a superb selection of colour schemes to accompany the styrene and photo-etched metal components. Echoing the P-51B kit, it offers both the standard framed canopy and so-called Malcolm hood. You can pose the cockpit glazing open/closed and there are different exhaust types. Plus, if you're new to Eduard's Mustang moulding, all control surfaces are separate items. Another treat is that you get a highly refined cockpit and undercarriage bays. These liveries all involve standard Day Fighter shades of Ocean Grey and Dark Green over Medium Sea Grey. However, the more interesting decor comes via invasion stripes and a mix of high 'kill' tallies, personal codes/artwork, nose art and non-standard code lettering. Even a CO's Query (?) adorns one of the airframes, as does a sharkmouth on another. The choices are:

- FZ152/SS, Wg Cdr Stanisław Skalski, OC 133 (Polish) Wg, Holmesley South, UK, June 1944
- FZ152/SS, Wg Cdr Stanisław Skalski, OC 133 (Polish) Wg, Coolham, UK, April-May 1944
- FB387/PK-G, Sqn Ldr Eugeniusz Horbaczewski, OC 315 Sqn, Brenzett, UK, August 1944
- FZ181/QV-U *MITZIE I*, Flt Sgt A J Fellows, 19 Sqn, Funtington, UK, April-May 1944
- FB260/BE, Gp Capt Brian A Eaton, OC 329 Wg, Italy, autumn 1944
- HB900/GA-?, Flt Lt Reginald A Wild DFC, 112 Sqn, Creti Landing Ground, Italy, July 1944
- FB254/HS-J *Jovial Judge*/JEAN, W/O J S Duncan, 260 Sqn, Cutella Landing Ground, Italy, April-May 1944

9

F-82H Twin Mustang 'Alaskan All-Weather Fighter'

By: Special Hobby **Scale:** 1/72
Item no: SH72203 **Price:** €35.90
Web: www.specialhobby.eu

Special Hobby's Twin Mustang makes a welcome return after a long absence; it's unchanged from the previous offering, and comes in a smart new box. There are four styrene runners, including a clear frame for the (closed) canopies, and the moulding standard is decent for the kit's age, although flash was present on several components on *AMW's* sample. The lengthened fuselages of the real aircraft are captured accurately, which gives the finished model a much larger presence. External detail is as you'd expect for a kit of this vintage, with fine engraved panel lines, while riveting is present on parts of the airframe. Resin parts are supplied for the exhaust nozzles, plus pilots' oxygen hoses and the five-point High-Velocity Air Rocket launcher 'trees' for the inner wing pylon, and all are well-cast, although the attachment points to the pour stubs are substantial, so care is needed when removing these items. Unfortunately, the refinement doesn't extend to the cockpit or undercarriage bays; the former have just a floor, seat, control column and rear bulkhead, while the latter are featureless. Markings are supplied for four Alaskan Air Command airframes; two are in high-vis natural metal/red, while the second pair have overall gloss black surfaces:

- F-82G, 46377/FQ-377, 449th F(AW)S, 11AD, Ladd, Alaska, 1952
- F-82G, 46382/FQ-382, 449th F(AW)S, 11AD, Ladd, Alaska, 1952
- F-82H, 46386/FQ-386, 449th F(AW)S, 11AD, Ladd, Alaska, 1952
- F-82H, 46386/FQ-386, 449th F(AW)S, 11AD, Ladd, Alaska, 1952

Revell
LEVEL 4
1:144
78 PARTS
38,2 cm
31,6 cm
AIRBUS BELUGA
Airbus A300-600ST "Beluga"
03817

10

'Flak-Bait' B-26B
322nd Bombardment Group
ICM
FLAK-BAIT
1:48
48321

12

F-104S/F-104G
STARFIGHTER
1:72 SCALE KIT
Hasegawa

11

10

Airbus A300-600ST 'Beluga'

By: Revell **Scale:** 1/144
Item no: 03817 **Price:** £36.99
Web: Revell stockists

Revell seems to have a real affection for its A300-600ST 'Beluga', this being the second release in the past two years. The parts are unchanged from the initial 1997 iteration, with the sole change being the markings, reflecting the re-painting of the real aircraft in revised 'Beluga' livery. There are just four styrene runners (which includes a small frame for the cockpit glazing plus wingtip lights and anti-collision strobes), yet it builds into an impressively large model for the scale. Parts are generally well moulded, and what little flash is present should be easy to remove with a few swipes of a sanding stick.

Although no cockpit interior is included, the undercarriage is well detailed, including scissor links for the oleos, and modellers can choose between having the front loading hatch open or closed. If the former option is selected, then Revell includes an internal cargo deck and rear bulkhead. The horizontal stabilisers and wings are straightforward two-piece affairs, although the latter subsequently receive five flap/aileron actuator fairings each, plus winglets and the type's powerplants. Speaking of which, the engines are pleasing replicas, with a decal for the fan-blade centre. Revell has thoughtfully provided all of the aircraft's livery in decal form, so once the basic fuselage and wing painting is completed, there's no need for complex masking, such as on the rear airframe and tail. These markings include an endplate for the vertical stabilisers, while spare items are included for the winglets. There is also full airframe stencilling, including lower cargo and crew access hatches.

11

F-104S/F-104G Starfighter

By: Hasegawa **Scale:** 1/72
Item no: D17/00447 **Price:** £15.99
Web: www.amerang.co.uk

This reissue of Hasegawa's well-regarded F-104 Starfighter is essentially a repeat of the 2008 boxing, providing parts and decals for the F-104G and F-104S variants, with the latter being probably the most advanced and capable version of the type. The markings are essentially a combination of those offered in separate iterations and indeed, you get both sets of instructions and decals – but components for just a single model. There are seven styrene runners, including two for the clear parts (one for the cockpit glazing and a second for the aircraft lights and instrument panel) and the external detail is provided as fine recessed lines. This kit probably represents Hasegawa at its peak, so there's crisply moulded detail on the cockpit side consoles and instrument panel (with decal alternatives) and there's a decent rendering of the type's ejection seat, no real intake trunking is provided – not that this is apparent once built – but there's a full-length jet pipe with flameholder detail. The type's undercarriage is a highlight, capturing the real form accurately, and offering features in the bays.

Note, as with many Hasegawa kits, none of the weapons are supplied, just the drop tanks, so modellers will need to source these separately, There are seven markings schemes:

- F-104G, 23+01, JBG 34, Luftwaffe
- F-104G, 22+59, JBG 31 Luftwaffe
- F-104G, 26+65, MFG 1, Marineflieger
- F-104G, 26+75, MFG 2, Marineflieger
- F-104S, 5-37, 23° Gruppo, 5° Stormo, Italian Air Force
- F-104S, 36-0, 12° Gruppo, 36° Stormo, Italian Air Force
- F-104S, 4-10, 9° Gruppo, 4° Stormo, Italian Air Force

12

'*Flak-Bait*' B-26B 322nd Bombardment Group

By: ICM **Scale:** 1/48
Item no: 48321 **Price:** £74.99
Web: www.hobbyco.net

It should come as no surprise that ICM has reissued its splendid 1/48 B-26 Marauder with markings for the type's most famous airframe, 41-31773 *Flak-Bait*. Rather than just depict the airframe at the end of the war with its tally of 206 missions, there are three extra choices, for different times during its operational service – changes include the national insignia style and of course the number of mission tallies. Otherwise, the parts are unchanged, being supplied on ten styrene runners – these include two frames for the glazing. The interior receives plenty of attention, from the well-furnished cockpit and bomb aimer's station to the bomb bay (with a full load of six 600lb bombs), mid-upper turret, waist gun stations and the tail-gunner's installation. The .50 cal machine guns for the various defensive positions are moulded neatly, as are those in the 'cheek' blisters on the fuselage sides. ICM also makes provision for the considerable ballast that must be installed to prevent this tricycle-undercarriage design from being a tail-sitter, with a large void immediately behind the cockpit (in the real aircraft this is where the navigator and radio operator sit.

The decal sheet is well printed, with crisp tones, good tonal density (notable on the white and yellow), while the use of gloss carrier film should reduce silvering. If you're wondering why there are six ducks among the mission tallies, these were decoy missions, while a diamond is in place of the swastika representing the single air-to-air 'kill' by one of *Flak-Bait's* gunners.

7.5cm Pak 40/4
Selbstfahrlafette RSO
35483
1:35 SCALE
MiniArt

①

Revell
1:72
129 PARTS
16,4 cm
Challenger 1
03365

②

STUART MK.I "HONEY"
EARLY PROD.
WITH SUN SHIELDS
35423
MiniArt
SCALE 1:35

③

①

7.5cm Pak 40/4 Selbstfahrlafette RSO

By: MiniArt **Scale:** 1/35
Item no: 35483 **Price:** £49.99
Web: www.creativemodels.co.uk

Having recently released its all-new Raupenschlepper Ost (RSO) /01 tractor variant (see News, *AMW*176, July 2025), MiniArt has also issued the armoured RSO with Pak 40. This replicates the variant that sported a low-profile, armoured front hull and was fitted with a Pak 40 anti-tank gun. Here, MiniArt has mixed runners from its RSO/01, separate Pak 40 and new bespoke components. You can build the vehicle in transit or combat formats and, as with the RSO/01, this kit offers splendid link-and-length tracks, four-piece drive sprockets and detailed suspension units. Early construction of the new kit echoes that of the RSO/01, save for several changed engine parts and other components. Once the lower hull and powerplant are completed, the proceedings take a decidedly different turn to the '01, the modeller having to assemble the pointed slab that is the armoured section, which has driver controls and hatches that can be posed open/closed. Then, of course, there is the Pak 40 gun and its mount to build – this offering three alternative muzzle brakes, plus a 'bagged' version for a gun in transit. MiniArt provides colour artwork and decals for four different examples. One wears overall dark yellow, while the others have a mix of three-colour camouflage, dark yellow and fading winter whitewash. The options are:

- Pz-Abt 152, 1.Skijäger-Division, Heeresgruppe Mitte, Eastern Front, spring 1944
- '10', Eastern Front, summer 1944
- '5', Eastern front, autumn 1944
- WH 695 405 (captured), Germany, 1945

②

Challenger I

By: Revell **Scale:** 1/72
Item no: 03365 **Price:** £22.99
Web: Revell stockists

One often overlooked aspect of Revell's kit range is its selection of 1/72 military subjects, with these often being among the best value for money and accurate offerings in the scale. Its Challenger I is something of a hidden gem; parts are presented on six styrene runners, three of which appear variant-specific, providing auxiliary fuel tanks, side skirts and turret stowage. This last item is one of the kit's few downsides, as these mesh structures are represented as solid parts – use of a frame and vinyl mash being perhaps more appropriate. Tracks are provided in link-and-length form; the detail is crisp, but several sections and links suffer from flash, an issue that also mars the fuel drum holders. Contrastingly, the one-piece main gun barrel is superb, with well-rendered straps on the thermal coating, while the upper hull half is equally impressive, from the engine grilles to the weld beads on the upper glacis. Other neat touches include the tow cables and drive sprockets, while the commander's cupola-mounted GPMG is superb, with Revell even including spare ammunition boxes as part of the turret stowage. As expected in this scale, there is no interior detail, although it's a shame figures aren't included for the optional open driver's and commander's hatches. Markings choices are unchanged from the previous boxings, with two vehicles in standard British Army green/black disruptive camouflage:

- 34KA79, 17/21 Lancers, British Army on the Rhine, Exercise Lion Hammer, 1988
- 79KF08/Yellow 21, Queen's Royal Hussars, 2nd Canadian Multi-National Brigade, NATO Implementation Force, Bosnia-Herzegovina, 1996

③

Stuart Mk.I 'Honey' early Prod with Sun Shields

By: MiniArt **Scale:** 1/35
Item no: 35423 **Price:** £52.99
Web: www.creativemodels.co.uk

Having already released an Interior version of the early Stuart Mk.I, MiniArt has now followed this with a simplified version; that said, it's still a magnificently detailed kit. There are 19 styrene runners – including a single clear frame for items such as the driver and gunner hatch windows – and a photo-etched brass fret. As all of these parts are common to the more intricate boxing, this means there's no scrimping on the detail, from the excellent rendering of the hull rivet heads to the link-and-length tracks. All internal bulkheads are supplied, while the turret features a full-length main gun. MiniArt has also offered a choice between integrally moulded styrene clasps on the pioneer tools and PE versions (a second set of tools – devoid of clasps and straps – is included), so this kit could be built with less PE content if desired. Five markings schemes are included; four wear the Caunter scheme camouflage, while the fifth is a captured tank operated by the German Afrika Corps, which has the underlying paint overpainted with Dunkelgelb:

- T28107 *Capone*, 5th Royal Tk Regt, 4th Armd Bde, 7th Armd Div, Western Desert, 1941
- T28026 *Cross·Bow*, 3rd Royal Tk Regt, 4th Armd Bde, 7th Armd Div, Western Desert, Operation Crusader, autumn 1941
- T28037 *Bellman*, 8th King's Royal Irish Hussars, 4th Armd Bde, 7th Armd Div, Operation Crusader, autumn 1941
- T37603 Brocklesby, 9th Australian Divisional Cavalry Regt, Western Desert, August 1942
- Ex-T37208, Deutsches Afrikakorps, winter 1942

BUILD ARMY
BA0036
355 Pieces
1:33 Scale
High Accuracy
6/10 Difficulty
88mm Flak 36
WW2 German Artillery

④

AIRFIX
1:35 FERRET SCOUT CAR Mk.1

⑤

WWII US Army Kitchen Truck
ICM
1:35
35587

⑥

④

88mm Flak 36

By: Build Army **Scale:** 1/33
Item no: BA0036 **Price:** £36.99
Web: www.hobbyco.net

Like many of the other brick-type construction sets that are becoming increasingly popular, this Brick Army product is surprisingly complex, comprising 335 pre-coloured parts. It's rated as being one of the more challenging sets available from this company (6/10) and builds into an anti-aircraft version of this famous German 8.8cm gun, as it lacks the protective shield seen on variants used in the anti-tank role. Parts are presented in six polythene bags; unfortunately, though, their breakdown appears to bear no relation to the construction stages, which is a shame as multiple bags will need to be opened for even the initial steps, raising the possibility that pieces (many of which are quite small) could easily be lost. That said, the instructions are well laid out, with a helpful parts list for each bag at the beginning, along with a break-out box on each assembly step identifying which pieces are required. The main gun mount is built separately from the pair of Sd. Ah. 202 wheel bogies, and the latter are each equipped with a pair of cable reels. The finished model can be displayed in either transport mode (with wheel bogies attached) or in firing configuration, with the outriggers deployed. From what can be determined, the gun can be rotated on its mount, and elevated within the cradle. No markings are provided, with the three 'kill' rings on the barrel formed from coloured kit parts. This busy construction set is intended for the over-fives (based on the boxtop labelling), but given its complexity is arguably better aimed at those being at least 10, and even then some parental help may be required for several assembly stages.

⑤

Ferret Scout Car Mk.I

By: Airfix **Scale:** 1/35
Item no: A1386 **Price:** £24.99
Web: https://uk.airfix.com

Airfix's delightful 1/35 Ferret has returned, with new parts allowing you to build the earlier Mk.I version. Compared to the original kit, it shares five of the six styrene runners (including the clear parts), with the final frame being new to this boxing. There's a choice between a straightforward open-topped vehicle (with/without a tarpaulin cover) or a raised structure. Even more variation is then offered, with a choice of a .30 cal machine gun or two different styles of Bren guns. All parts are moulded crisply, with no sign of either flash or sink marks, and if the new parts go together as well as those in the previous iteration, this will be a quick and easy build – ideal for a weekend project. A decent interior is included, with a choice of Larkspur or Clansman radio sets, and there are optional ammunition boxes and spent cartridge collection boxes for the machine guns. The type's complex suspension is replicated accurately and should look most convincing once painted. Wheels are supplied as three-piece items (vertically split halves plus a separate central hub cover), so modellers will need to address the seam on the tread, but otherwise the detail is more than acceptable. Three schemes are provided that highlight the type's longevity, with different vehicles representing a five-decade period:

- 02CC78, Queen's Royal Hussars, RAC Centre Bovington, British Army, 1959
- 38BA25 *CLYDE VALLEY*, C Squadron, Ludgershall, British Army, 1980s
- 00EC15/4404, 7th Armoured Brigade, Operation Granby, Saudi Arabia/Kuwait, British Army, 1991

⑥

WWII US Army Kitchen Truck

By: ICM **Scale:** 1/35
Item no: 35587 **Price:** £47.80
Web: www.hobbyco.net

It seems strange that just a few years ago the idea of a field kitchen (or even a standard army truck) as a kit would have been something a rarity, yet ICM has not just released several such sets, but has then combined them with trucks to create mobile catering vehicles (French, German and now American examples). It's the case here, with the firm's US Field Stove M1937 (from 35619) added to its G7107 (35594), making for an eyecatching build. The stove components are provided on three duplicate runners, so there will be plenty of spares, as just a single bench/drawer unit is required, and there will be plenty of scope for positioning the various pots, hotlockers and stowage… either in the three cookers or on the surrounding rear deck. Turning to the truck, this receives new tilt hoops, as these replace the original kit's canvas cover for the cargo bed, but otherwise it's unchanged. This means there's a highly detailed chassis, suspension, engine (which can be displayed if the bonnet is posed open) and transmission, while the cab is another well-appointed feature, with footpedals, differential and standard gear sticks and even handles for the door interiors. The wheels are ICM's usual multi-piece ensembles, here comprising vertically split halves with separate hub elements depending on whether they are single items at the front or the dual arrangement at the rear. Markings (limited to just US national insignia plus serial numbers) are included for three overall Olive Drab vehicles, although no unit information is provided. This would make for a superb diorama/vignette subject, even without figures.

Porsche 962C Jägermeister
TAMIYA

1

Heller
RANGE ROVER
Scale: 1/43
42 Pieces
104 x 41 mm
www.heller.fr

2

Model A Standard Phaeton (1930s)
American Passenger Car
ICM
1:24
24051

3

1

Porsche 962C Jägermeister

By: Tamiya **Scale:** 1/24
Item no: 24372 **Price:** £29.99
Web: www.hobbyco.net

Tamiya's Porsche 962C has been reissued after a 16-year hiatus… and with Brun Motorsport's eye-popping Jägermeister livery. It comes with the bodyshell moulded in bright orange and, shape-wise, in short-tail Kurzheck form. Surprisingly, the windscreen, windows and headlamp covers are already positioned in the body shell. The glazing is slightly thick and there are pinhead-sized moulding tags spoiling all three cockpit pieces. Purist car modellers may feel Tamiya's 962C is showing its age, as several bodyshell features are slightly soft and basic. The floor pan is impressive as it has the aerodynamic channels incorporated, plus fine boltheads. Other features are reasonably well rendered, including the turbocharger cooling grilles and the exhaust ports. This is a 'kerbside' model, so no engine is supplied, but you do get the transmission and rear hydraulic jack, plus well-moulded wheel mounts, brakes and suspension. The cockpit is relatively spartan, but Tamiya does include an accurate dashboard, plus an electronic control unit, fire extinguisher and gear lever. The wheels have good depth and replicate the different front and rear formats accurately, there being properly open spoke detail on the rear examples. Rubber tyres are present and look good, although they have a circumferential mould seam. Self-adhesive (rubdown) MICHELIN legends are provided for the tyre sidewalls. Tamiya's decal sheet is extensive as it offers all the necessary Jägermeister branding, BRUN windscreen legend, '#3' race numbers and other sponsorship for the likes of Worth, BBS, Bosch, Bilstein and Heinzmann.

2

Range Rover

By: Heller **Scale:** 1/43
Item no: 80181 **Price:** €8,99
Web: www.heller.fr

Heller's Range Rover may harken from the late 1970s, but don't let that put you off as it's a pleasing little kit, comprising four styrene runners (including one frame for the clear parts) and a one-piece bodyshell. The moulds may be almost 50 years old, but there was no evidence of flash on *AMW's* sample and detail appears crisp throughout. Where this kit does show its age, though, is with the rather thick one-piece glazing component, which supplies all windows and the windscreen. The design is such that it should just click into place within the bodyshell, but the thickness does mean there's some distortion on the individual panes. The interior is rather basic, with a floor plus seats, dashboard, steering wheel and gearstick, but unfortunately there's no provision for foot pedals (proabbly as little would be seen). Doorcards are moulded integrally with the bodyshell, although (perhaps understandably given the moulding technology of the day) they lack depth. Speaking of the bodyshell, this features recessed shut lines for the doors, hatch and bonnet, while mould seams are placed along the roof and bonnet edges, making it easier to neaten this part. A floorpan provides chassis detail and there's a basic representation of the engine, although this will be hidden once the model is built. The four wheels (no spare is provided in this kit) each comprise three parts, with separate inner and outer tyres, onto which the outer hub is then added. Markings are supplied for a single British Range Rover, with a suggested overall red livery, although there are plenty of other shades to choose from.

3

Model A Standard Phaeton (1930s)

By: ICM **Scale:** 1/24
Item no: 24051 **Price:** £38.99
Web: www.hobbyco.net

This is the second outing for ICM's splendid Phaeton and it replaces the closed soft-top of the initial boxing with an open-topped configuration, with the roof safely folded at the back of the rear seat. Components-wise, this means that seven styrene runners plus the five solid vinyl tyres are common, with the sole difference being the swapping of the original kit's roof frame for a new item for the two-piece folded roof inside its fabric cover. The basic frame of the ladder-style chassis is built from eight components, so modellers will need to ensure this is aligned properly, with squared angles for the cross-members, otherwise there will be fit issues later. The kit includes a neatly detailed engine and transmission, along with finely rendered suspension. Although much of the underside will be hidden, ICM has also included the additional V-shaped cross-members, plus what appear to be the braking rods. The body floor and coachwork is just as impressive, with separate liners for the interior and doorcards (note, the doors and boot are moulded shut). However, the real highlight is the wheels – ICM has rendered the spoked hubs beautifully, capturing the different arrangement of the inner and outer spokes correctly. Markings (essentially just registration plates plus bumper markers and the manufacturer's logo) are provided for three vehicles (note, the decal sheet is common with the original boxing), these being from Indiana, California and Pennsylvania. Suggested body colours are dark brown, green and blue.

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158/25

RSF35-0010
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IN SEATS
FOR ICM KIT
ICM
(1962-1968) 3 PCS
1/35
RESKIT-MODELS.COM

CH-54A Tarhe Pilots (Early) in Seats

By: ResKit **Scale:** 1/35
Item no: RSF35-0010 **Price:** $33.50
Web: www.reskit-models.com

Modellers wanting a set of crew figures for their ICM 1/35 CH-54 Tarhe models need look no further, thanks to this exquisitely detailed 3D-printed resin pack, which supplies a pair of pilots (one with his hands on the flying controls) and a winch operator. Three printing plinths are included; the first provides the main bodies – strapped into their respective seats – and the refinement is magnificent, from the buckles to the convincing creases in the flying overalls. Both pilots are missing heads, these coming on the second plinth, with a choice of visor up/down for each. The final plinth has the helicopter captain's hands on cyclic and collective, and examples of these controls are provided for the co-pilot.

BRITISH TANK REPAIR CREW
WW II MILITARY MINIATURES SERIES
35489
MiniArt
SCALE
1:35

British Tank Repair Crew

By: MiniArt **Scale:** 1/35
Item no: 35489 **Price:** £13.99
Web: www.creativemodels.co.uk

If you're building a British Army tank repair scene, then this newly tooled set from MiniArt is well worth considering, showing a four-man team posed as if working on either the roadwheels or perhaps the engine of a tank, while the remaining pair are using a cleaning rod on a main gun barrel. Given the timing, and the low poses for the spanner-toting duo, its likely these are intended to accompany the firm's recent M3 Stuart kits (especially after the release of two British 'Honey' variants). Each figure comes on its own runner, and MiniArt appears to have updated its approach to arms and hands, as these are now two-piece assemblies where either objects are being held or the arm needs to be rotated to fit a model – a neat (and welcome) touch.

MINIATURES SERIES
MODERN CAFE VISITORS
SET 1
SCALE
1:35
38085
MiniArt

Modern Café Visitors Set 1

By: MiniArt **Scale:** 1/35
Item no: 38085 **Price:** £13.99
Web: www.creativemodels.co.uk

Although titled 'Modern Café Vistors', this is more accurately, two customers plus a waiter but – regardless of this nuance – it's a cracking product. The moustachioed waiter is serving what appears to be a dessert, while the customers are either drinking tea/coffee (the male) or looking at a mobile phone with a beverage nearby (the female). Each figure is presented on its own runner and the mould quality is generally good, with just a few hints of flash on the parts. Neat inclusions are the apparently wrought iron tables and wooden chairs for the customers, along with a separate runner (in white styrene) that supplies items such as cups, plates and what might be earthenware beer glasses and a jug.

U.S. INFANTRY TANK RIDERS
SET 1
MiniArt
35407
1:35

US Infantry Tank Riders Set 1

By: MiniArt **Scale:** 1/35
Item no: 35407 **Price:** £13.99
Web: www.creativemodels.co.uk

Here's a great accompaniment for your US tank models, in the form of a section of US infantry catching a lift on the vehicle's upper hull. All four are either sitting or crouching, and the poses are very relaxed, indicating they aren't in a contact situation. Each soldier is presented on a single styrene runner, but this is just the basic figure; weapons, equipment and items such as helmets come on an extra five runners (much of which will end up as spares). All poses are quite convincing, with MiniArt providing the lower sections of the jackets separately to provide a realistic undercut. Two infantrymen carry M1 Garand rifles plus personal equipment, while a corporal and sergeant each hold Thompson sub-machineguns.

Zombieland
Series
Kit №3
MB
Road to freedom!
Zombie Hunters

Road to Freedom! Zombie Hunters

By: Master Box **Scale:** 1/35
Item no: MB35243 **Price:** £14.50
Web: www.creativemodels.co.uk

The third in Master Box's Zombieland series comprises three gun-toting human survivors and forms a counterpoint to the other sets, which featured undead figures (see *Reviews*, *AMW*176, July 2025). A single styrene runner holds all the parts, which are moulded crisply, and there's plenty of detail for figure painters to savour, from the depiction of clothing, faces and hair. One female (Lily) is aiming a shotgun and carrying a long-handled Morningstar, while a second (Samantha) wields a pistol and ice pick; the sole male (Josh) is also armed with a shotgun; all are carrying rucksacks plus equipment such as water bottles and bedrolls.

GLOWS IN THE DARK
THE FORGOTTEN PRISONER
OF CASTEL-MARE
ATLANTIS

The Forgotten Prisoner of Castel-Maré

By: Atlantis **Scale:** N/A
Item no: A453 **Price:** £39.99
Web: www.amerang.co.uk

Here's a real blast form the past in Aurora's 1966 tooling, which depicts a long-forgotten prisoner... and Atlantic's re-boxing includes a set of extra skeletal parts that will glow in the dark. There's everything needed for a spooky scene, from a dungeon backdrop with wall chains, to spiders, snakes, rats and extra skeletal hands to hang from the walls (the glowing extras could also be used). The tattered clothing is reproduced quite convincingly, as are the bones, while what appear to be spare leg bones can be scattered on the floor along with a skull. While minor flash is present on several parts, this should be easy to remove... and is expected from a kit of this age.

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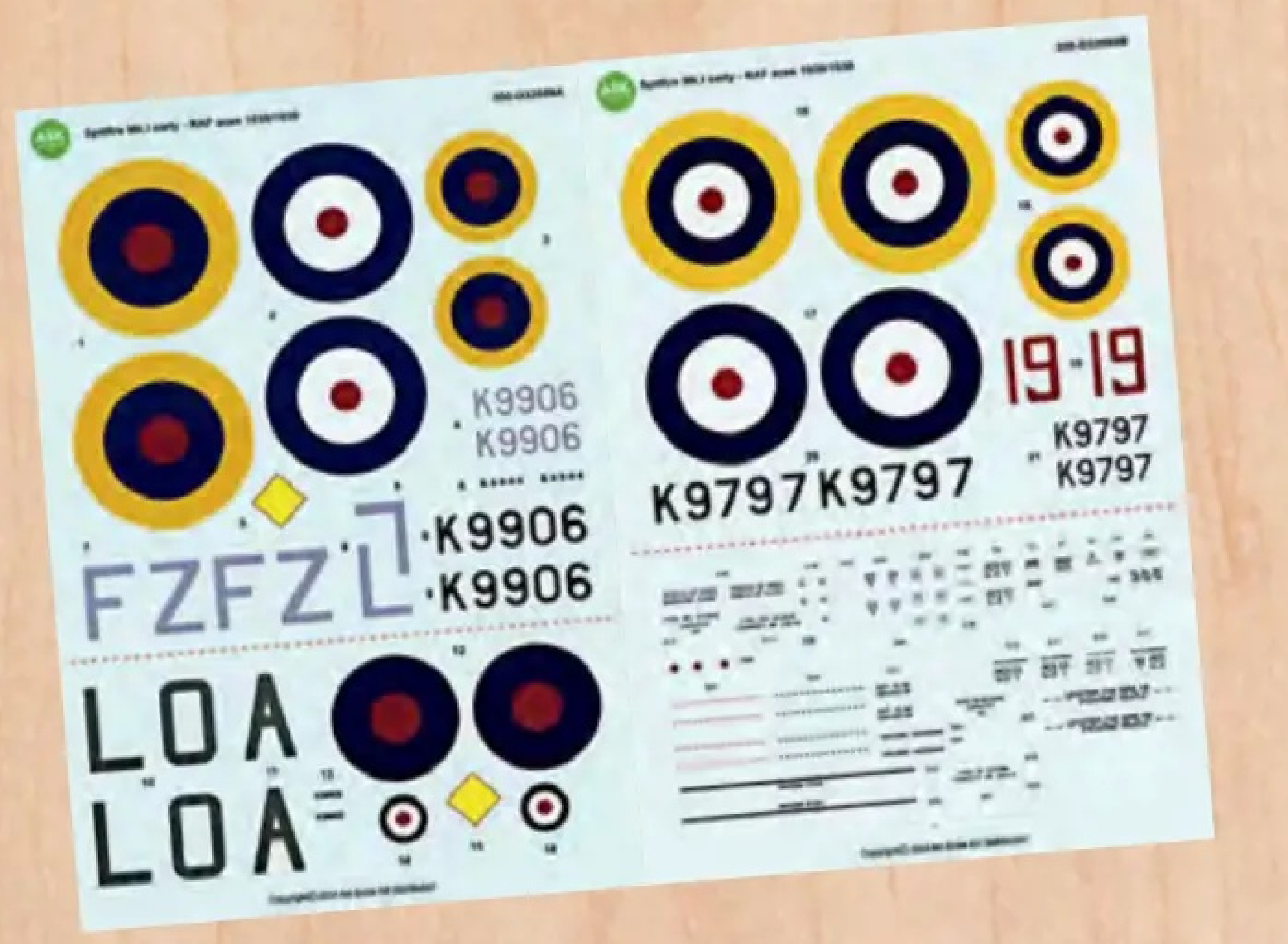

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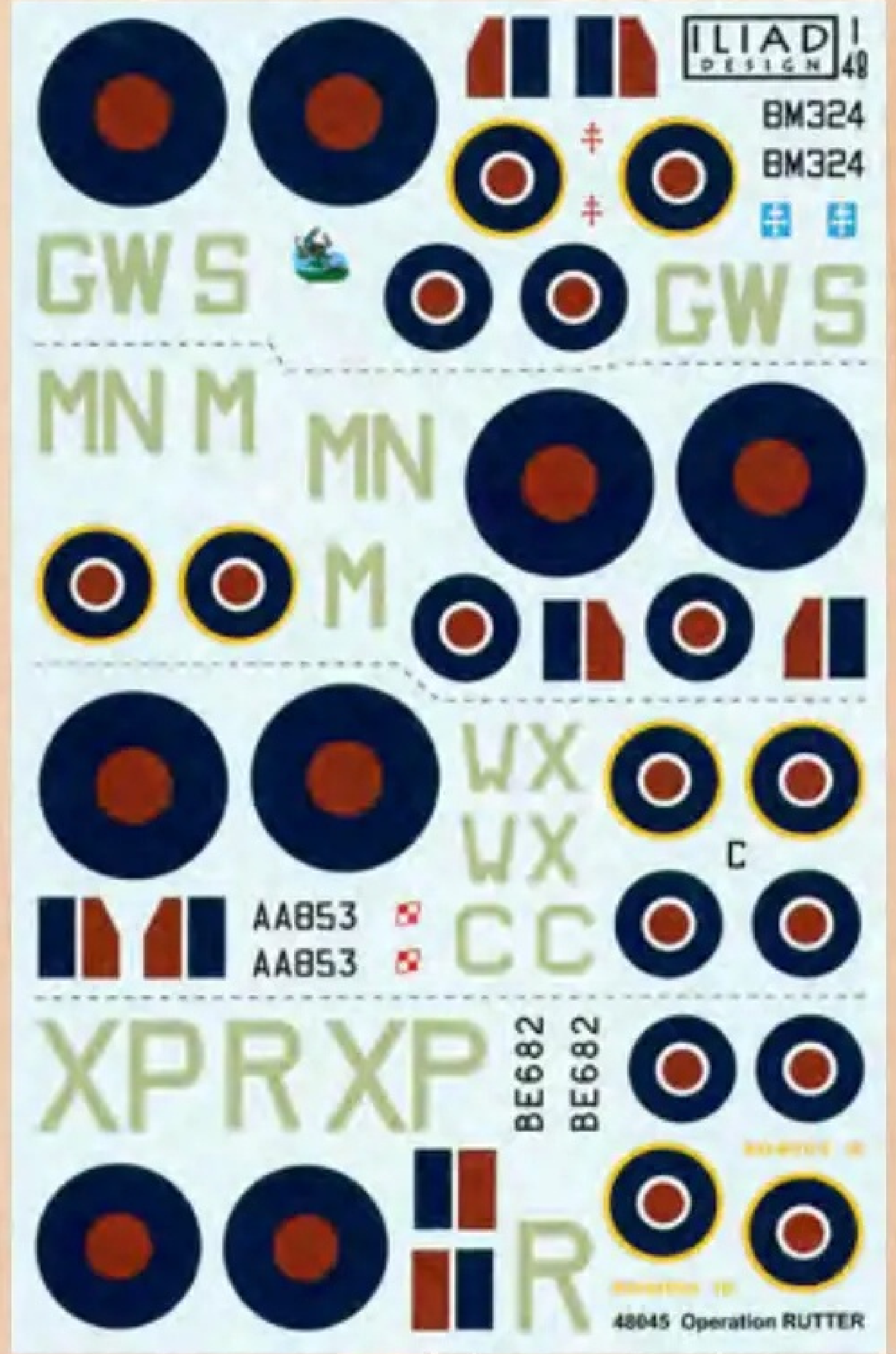

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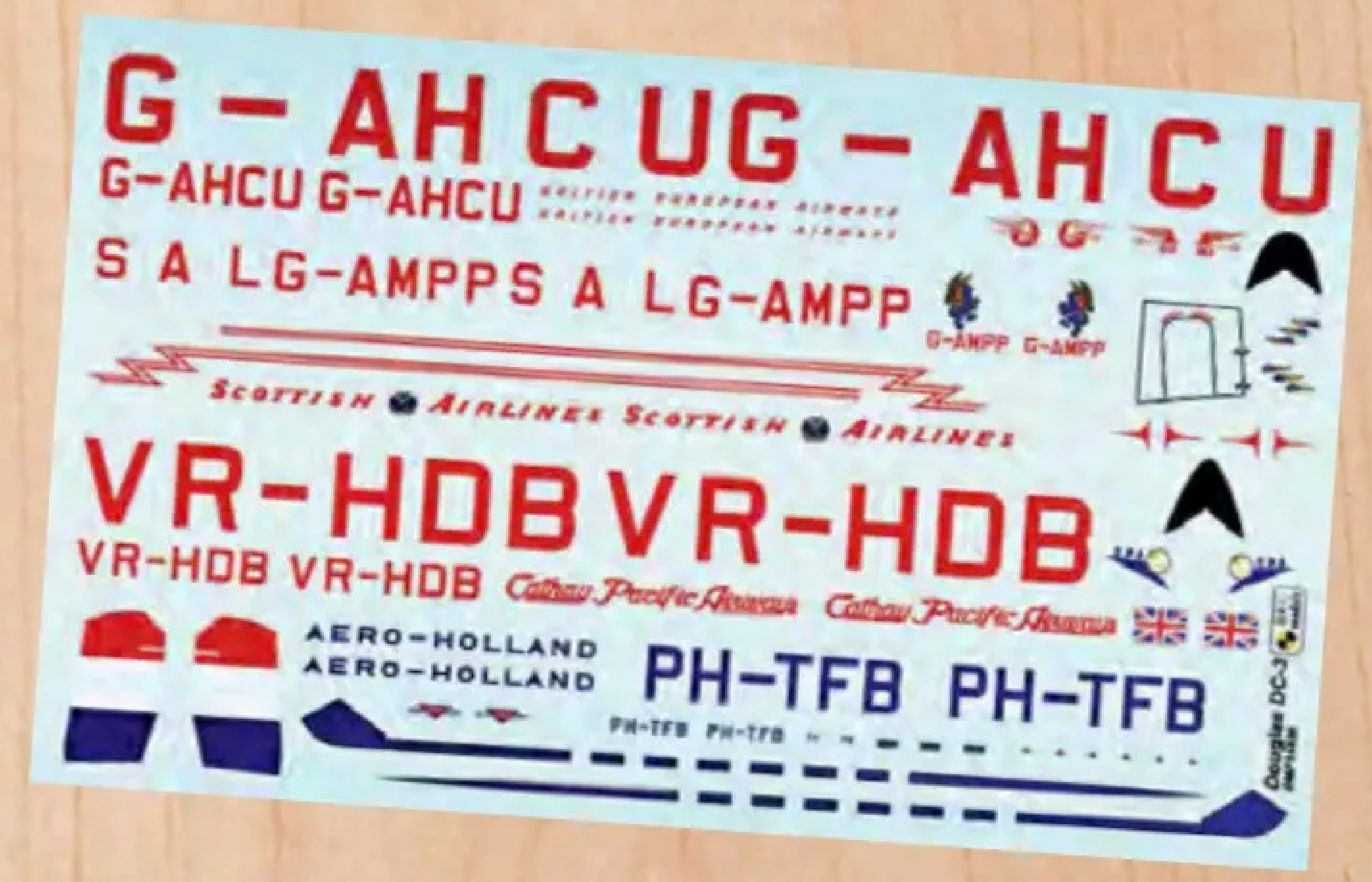


③

①

Spitfire Mk.I Early Part 2 – RAF Aces 1938-1939

By: ASK Distribution **Scale:** 1/32
Item no: D32089 **Price:** €19.80
Web: www.artscale.eu

The second collection of Spitfire Mk.I aces from ASK Distribution focuses on the 1938-1939 period and, based on the flat canopy and two-blade propeller fitted to one option, it's most likely intended for Kōtare's recent kit (neither option appears to be available for either the Revell or Hasegawa offerings). As with other sets in the series, there are markings for three airframes, all piloted by well-known aces. The first sheet supplies decals for two of the schemes, each coming with all necessary roundels, and it's here that the real interest lies, with examples of early Type B1 (used on camouflaged surfaces), which were supplanted by the more familiar two-tone Type B. The second sheet has the final scheme – this airframe wears the brighter and more colourful Type A1 and A roundels (which also had a white section) – plus a full selection of stencils for a single airframe. Two of the Mk.Is have a yellow diamond-shaped patch on the upper wing, which was a gas detection patch. All three machines wear the then standard Dark Earth and Dark Green upper colours, with the undersides providing some variety: two are sprayed in aluminium lacquer, while the third wears split white/black livery. The choices are:

- K9962/LO-A, Sqn Ldr Andrew Farquhar, OC 602 Squadron, RAF Abbotsinch, Renfrewshire, Scotland, May 1939
- K9906/FZ-L, Fg Off Robert Stanford Tuck, 65 Squadron, RAF Hornchurch, Essex, summer 1939
- K9797, Sgt George Unwin, 19 Squadron, RAF Duxford, Cambridgeshire, October 1938

②

Operation RUTTER

By: Iliad Design **Scale:** 1/48
Item no: 48045 **Price:** $14
Web: www.iliad-design.com

Iliad has issued a new 1/48 decal collection offering Spitfire and Hurricane schemes for 1942's unrealised Operation Rutter. It provides for three Spitfire Mk.Vb airframes and a single Hurricane Mk.II 'Hurribomber', all of which were decorated in readiness for this mission. This was a precursor to the disastrous Operation Jubilee mounted on August 19, 1942, in an attempt to capture the French port of Dieppe. Rutter had similar aims and was planned for July 7 that year, but was abandoned due to the convoy being bombed by German aircraft while still in the Solent. Fearing that Germany would be alerted, the Allies waited until the following month to launch Operation Jubilee. Notably, Rutter fighters had four white identity stripes painted around their noses, plus stripes on the upper vertical stabilisers/elevators. Iliad's decals display excellent register and thin, gloss carrier film. The instructions also give width measurements for the white ID stripes, which must be painted/airbrushed. Codes, serials, national insignia and other décor are provided for the following machines, which all sport the standard day fighter tones of Dark Green, Ocean Grey and Medium Sea Grey:

- Spitfire Mk.Vb, BM324/GW-S *le TOMANA*, Wg Cdr Bernard Dupérier, 340 (Free French) Squadron
- Spitfire Mk.Vb, AR373/MN-M *LULANGURU*, 350 (Belgian) Squadron
- Spitfire Mk.Vb, AA853/WX-C, Wg Cdr Stefan Witorzeńć, 302 (Polish) Squadron
- Hurricane Mk.IIb, BE682/XP-R *MAURITIUS VII*, 174 (Mauritius) Squadron

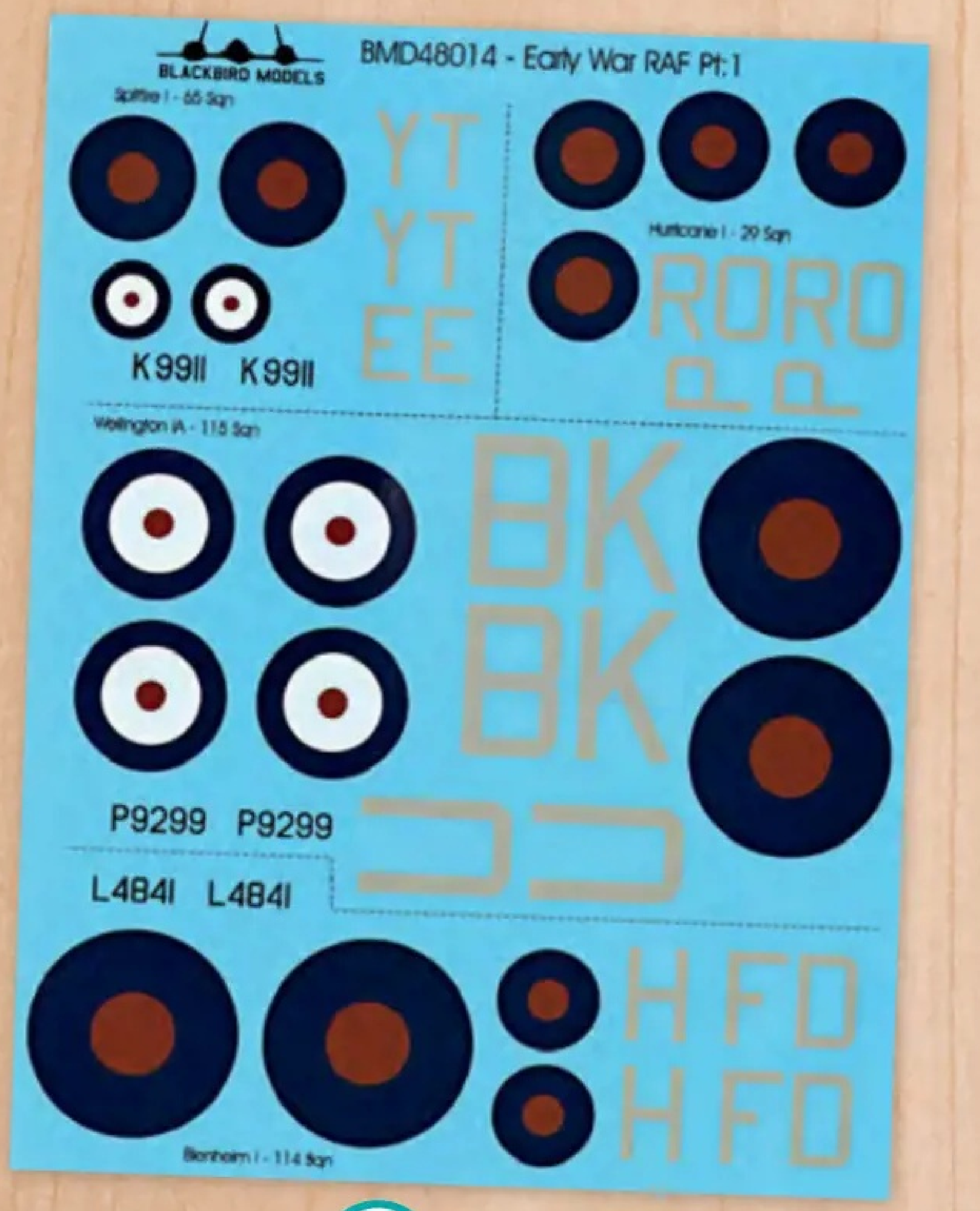
③

DC-3 Post-war Airliner

By: Mark I **Scale:** 1/144
Item no: DMK14430 **Price:** €10.20
Web: www.4pluspublications.com/en/

Czech company Mark I has issued a new decal selection for the C-47/DC-3 family in 1/144 scale. It provides a mix of commercial and military airframes, as the designations suggest, and the choices are varied and attractive. The quality of printing is good (thin, gloss carrier film) and the colour density is reasonably strong, with crisp tonal demarcations – most notably on the Scottish Airlines insignia and the Union Jacks. The instructions are useful too, featuring colour four-view drawings for every airframe, plus scrap studies of propellers in their required shades – the latter are a definite boon for modellers as this detail is often overlooked by manufacturers. Helpfully, the cheat lines on two of the markings options (one each red and blue) are provided in decal form, as are the Dutch colours for the rudder, which should ease painting considerably. All these markings are ideal for employment on 1/144 styrene kits by Minicraft and Roden, plus the vac-form Dakotas by Airwaves. This selection caters for slightly different sub-types, but all have company branding applied to an overall natural aluminium finish:

- Dakota Mk.III (C-47-25-DK, s/n 4293466), G-AHCU, British European Airways, London-Northolt, Middlesex, UK, 1949-51
- Dakota Mk.IV (C-47B-15-DK, s/n 43-49456), G-AMPP, Scottish Airlines, Prestwick Airport, Ayrshire, Scotland, 1952-54
- C-47-DL, s/n 41-18385, VR-HDB *Betsy*, Cathay Pacific Airlines, Hong Kong, 1946-53
- C-47A-1-DK, s/n 42-92378, PH-TFB, Aero-Holland N V, Ypenburg Airport, Netherlands, 1948-50



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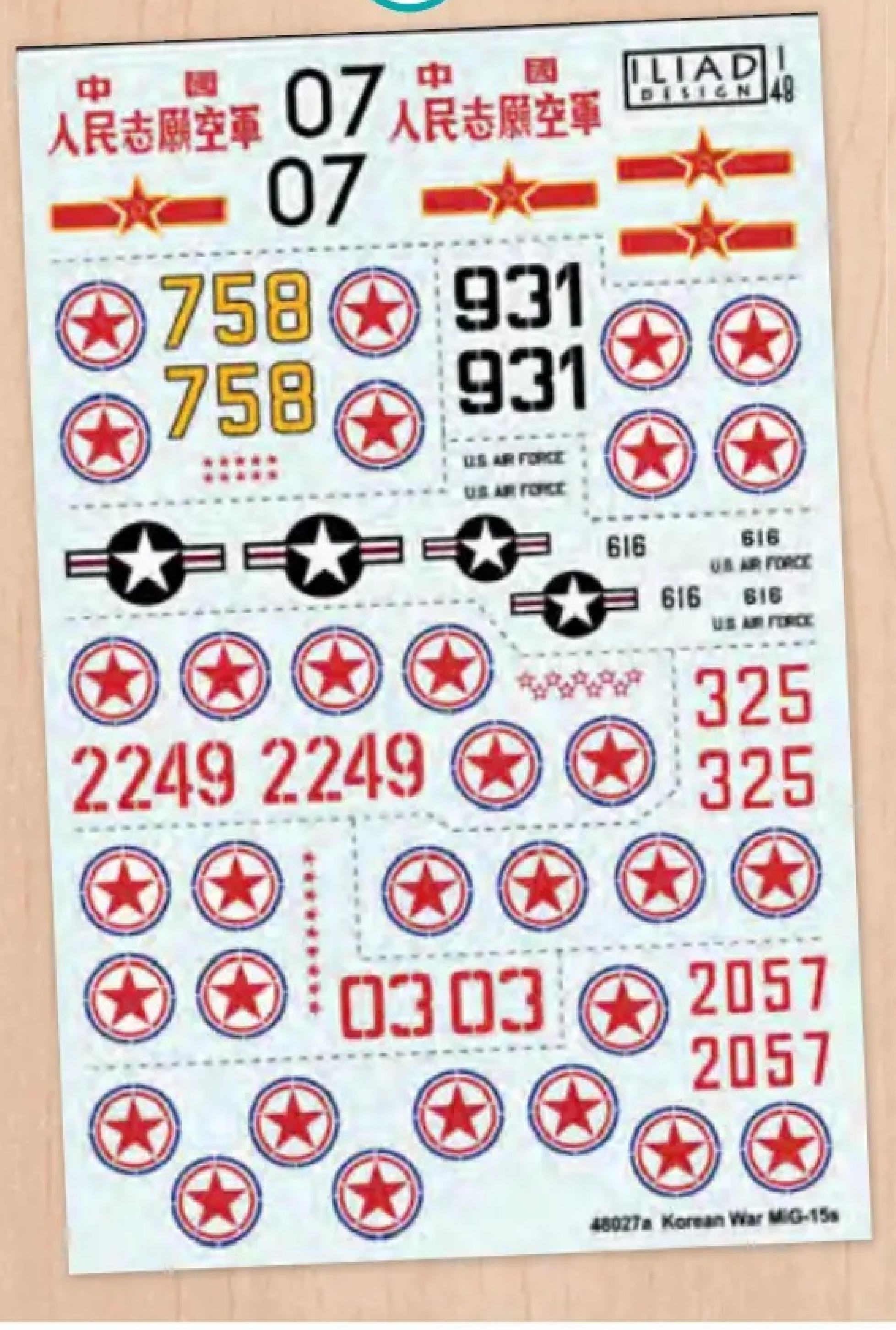

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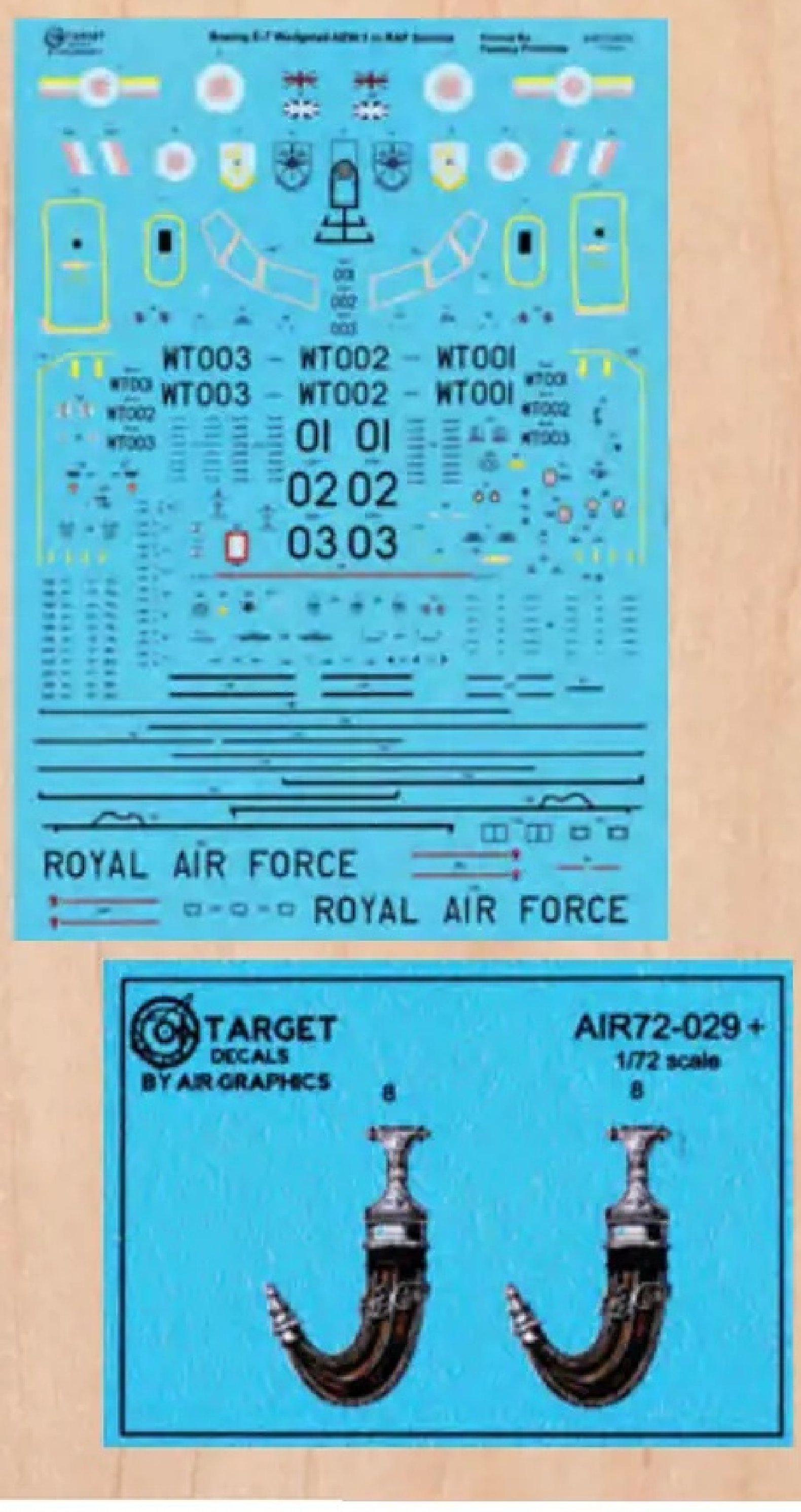

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④

Early War RAF Pt 1

By: Blackbird Models **Scale:** 1/48
Item no: BMD48014 **Price:** £12
Web: www.blackbirdmodels.co.uk

Sheffield's Blackbird Models has released the first in a series of markings (available in both 1/48 and 1/72, with the former reviewed here) for Royal Air Force aircraft during the early part of World War Two. This offering supplies markings for four airframes, with one each of the Hawker Hurricane, Vickers Wellington, Bristol Blenheim and Supermarine Spitfire. You'll probably need to build your stocks of Dark Earth, Dark Green and Night black paint, as all the airframes wear this scheme, with the Spitfire and Hurricane having split undersides whereby white paint is added under the starboard wing. Extra interest comes via different roundel styles, with each scheme receiving all that are needed – note, none of the aircraft have fin flashes, which were introduced later. The markings are printed by Dekograph to an excellent standard, with rich colour tones and thin carrier film that sits between satin and proper gloss. Tonal density also appears good on the white sections of the roundels. They are ideal for employment with kits by Airfix, Classic Airframes, Italeri, Hobby Boss, Tamiya, Eduard and Trumpeter. Note, though, that just the basic markings are provided, so modellers will need to either rely on the kit decals for airframe stencils or source aftermarket alternatives. The following schemes are supplied:

- Hawker Hurricane Mk.I, RO-P, 29 Squadron, Debden, Essex, 1939
- Vickers Wellington Mk.Ia, P9299/BK-U, 115 Squadron, Marham, Norfolk, 1939
- Bristol Blenheim Mk.I, L4841/FD-H, 114 Squadron, Wyton, Cambridgeshire, 1939
- Supermarine Spitfire Mk.I, K9911/YT-E, Hornchurch, Essex, 1940

⑤

Korean War MiG-15s

By: Iliad Design **Scale:** 1/48
Item no: 48027a **Price:** $14
Web: www.iliad-design.com

This may seem like just a reissue of Iliad's superb Korean War MiG-15 set, but it's actually a revised and updated offering. Extra information is provided in the instructions, such as four black and white reference photos, plus there's an eighth scheme, depicting the airframe flown by Soviet Ace Col Yevgeni Pepelyayev, who shot down 17 US fighters over North Korea. Notes will aid modellers in replicating these airframes, and nuances on each machine are captured, either in the text or on the full-colour side profiles. Several well-known MiGs are portrayed, from No Kum-Sok's Red 20257, in which he defected to South Korea and Arkady Boitsev's Red 03 (in which he shot down six US aircraft), to Chinese ace Wang Hai's Red 2249. The printing is first-rate, from the strong opacity (notably on the red, yellow and white sections), accurate tones and crisp demarcations, while the gloss carrier film should prevent silvering issues. The eight schemes are:

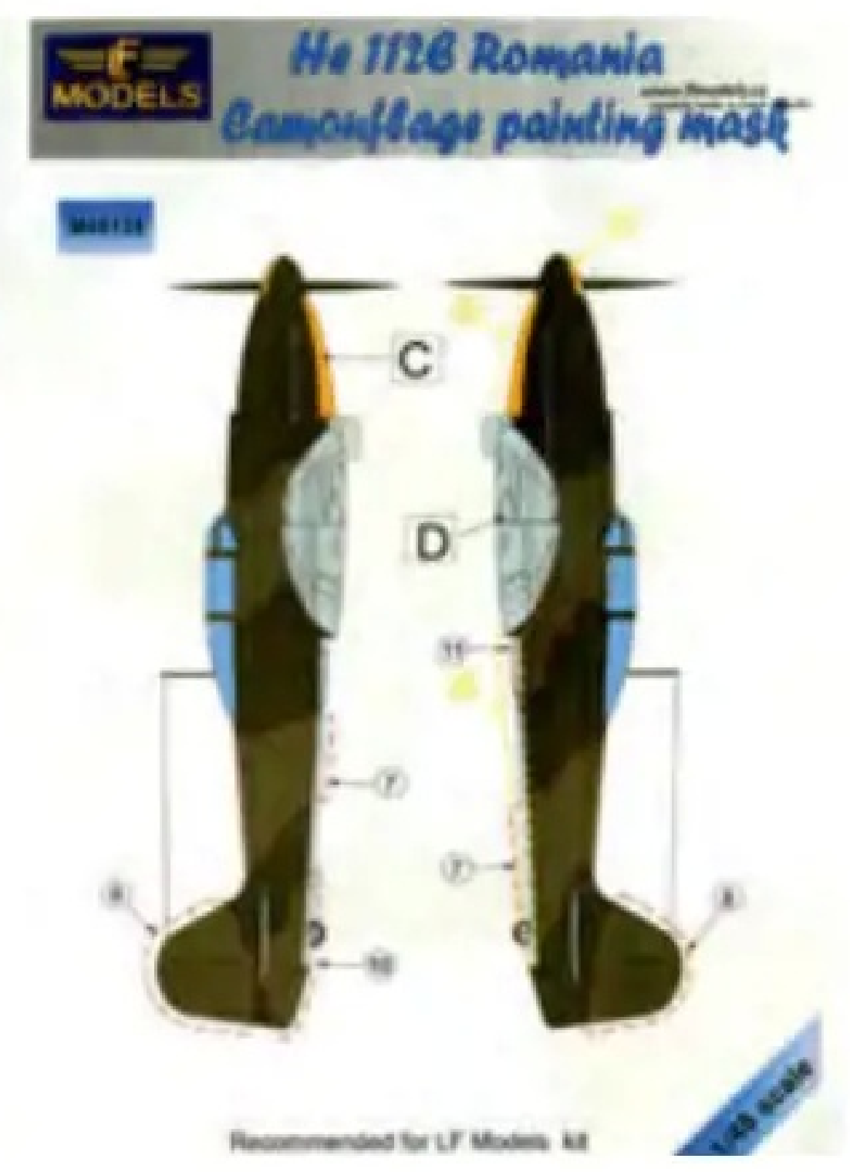
- MiG-15, Black 07, PLAAF
- MiG-15bis, Black 931, KI Siyom, spring 1953
- MiG-15bis, Yellow 758, Capt PS Milaushkin, 176 IAP, Antung, early 1952
- MiG-15bis, Red 2057, No Kum-Sok, Kimpo, South Korea, September 21, 1953
- MiG-15bis, Black 616 (ex-Red 2057), USAF
- MiG-15bis, Red 03, Maj Arkady Boitsov, Manchuria, summer 1953
- MiG-15bis, Red 2249, Wang Hai, 7th Air Regiment, 3rd Air Division, PLAAF, summer 1953
- MiG-15bis, Red 325, Col Yevgeni Pepelyayev

⑥

Boeing E-7 Wedgetail AEW1 in RAF Service

By: Air-Graphics **Scale:** 1/72
Item no: AIR72-029 **Price:** £19.50
Web: www.air-graphics.uk

Air-Graphics has a reputation for focussing on UK aircraft subjects, and this decal sheet caters for the E-7 Wedgetail, which will replace the now-retired E-3 Sentry in RAF service. The full colour placement guides and reference photos all feature the initial airframe, serial WT001, although codes for the second and third Wedgetails, currently on order are included as well (WT002, WT003). It is designed to complement the recent 1/72 E-7 kit from Ukrainian firm Big Plane Kits (BPK), which is part of that company's Boeing 707 range of products (including a P-8, which Air-Graphics also provides alternative decals for). This is a comprehensive set, supplying not just the basic items, such as unit insignia (the Wedgetail being operated by VIII Squadron based at RAF Lossiemouth), national markings and serial numbers plus airframe codes, but also a full set of airframe stencils. It's not known what differences there are between the stencils supplied here and those in BPK's kit, as E-7 airframes appear to have common walkways, hatch outlines and data/warning placards. The decals are printed by Fantasy Printshop and are to that firm's usual high standards, with gloss carrier film, sharp tonal boundaries, excellent colour density and perfect register. A separate small sheet is included for VIII Squadron's jambiya logo, which is located on the aircraft's vertical stabiliser. This appears to be screen printed as it's far more intricate than the other decals in this package.



He 112 Romania Camouflage

By: LF Models **Scale:** 1/48
Item no: M48135 **Price:** €10
Web: www.lfmodels.com

If you're tempted by LF Models' 1/48 Heinkel He 112 in Romanian markings (see *Aircraft Reviews* p97), then the firm has released its own set of pre-cut vinyl self-adhesive masks, which allow you to render the disruptive camouflage pattern accurately. All items are presented on a single backing sheet, and colour application diagrams show how to position each piece on the airframe. Note, given the vinyl nature of these masks, modellers may need to use either tape or liquid-masking fluid to cover any joins, particularly where these occur on curved surfaces. The big advantage of using this medium is that - unlike Kabuki-paper alternatives - they are more readily reusable, although care is needed not to stretch them.

MC.205 Veltro Wheels

By: Eduard **Scale:** 1/32
Item no: 632204 **Price:** £6.20
Web: www.eduard.com

Czech firm Eduard has speedily issued a series of aftermarket sets for Italeri's new-tool 1/32 Macchi MC.205 Veltro, including this neat set of resin wheels. The halved styrene mainwheels in Italeri's kit are good, but Eduard's equivalents are one-piece items and also have their own weight-effect flattened/bulged sections. They also offer slightly more refined detail, notably on the hub, plus the presence of raised lettering on the sidewalls… while alternative tailwheels (with different styles of hub – modellers will need to check references as to which is applicable for a specific airframe) are also present, plus the firm's usual self-adhesive, pre-cut paint masks.

AIR-CRAFT MODELS
ACA72110
H-34G U.S. Coastguard

H-34G US Coastguard

By: Air-Craft Models **Scale:** 1/72
Item no: ACA72110 **Price:** £14
Web: www.air-craftmodels.com

Here's a neat conversion for those with an Italeri 1/72 UH-34D/J, allowing you to build a US Coast Guard HUS-1G (later redesignated H-34G). Everything you need is supplied, from the resin Doppler radar heads, lifting frame hook and single exhaust to the photo-etched brass main instrument panel and overhead console, grab handles, rear-view mirrors, winch hook and windscreen wipers. A splendid decal sheet carries all necessary markings, including 'Stars and Bars' and the spine walkway panel. Also supplied is Air-Craft's H-34 Auxiliary Fuel Tank (available separately as ACA 72121) with mounting frame for the port side of this characterful helicopter.

Painting Paddle

By: Tyrell Models **Scale:** N/A
Item no: TN-PP25 **Price:** £19.99
Web: www.tyrellmodels.co.uk

This clever tool is designed to hold kit parts for painting. While the box photos show brush painting being executed, the Paint Paddle can also work for airbrushing, if you apply masking tape to the paddle itself beforehand. There are 20 metal rod-mounted crocodile clips (which can also be used to hold parts directly), three plastic paddles and 30 self-adhesive painting tabs. Just clip the paddle onto the crocodile jaws, apply one or two of the self-adhesive tabs, then place your chosen kit parts on the sticky-fronted tab. The other end of the metal rod can then be fixed into polystyrene or the holes in Tyrell's dryig booth. Extra self-adhesive tabs can be obtained, with a pack of 30 costing £7.99.

WWII US AIRCRAFT INTERIOR COLORS
LIFECOLOR
Cod. CF01

WWII US Aircraft Interior Colors

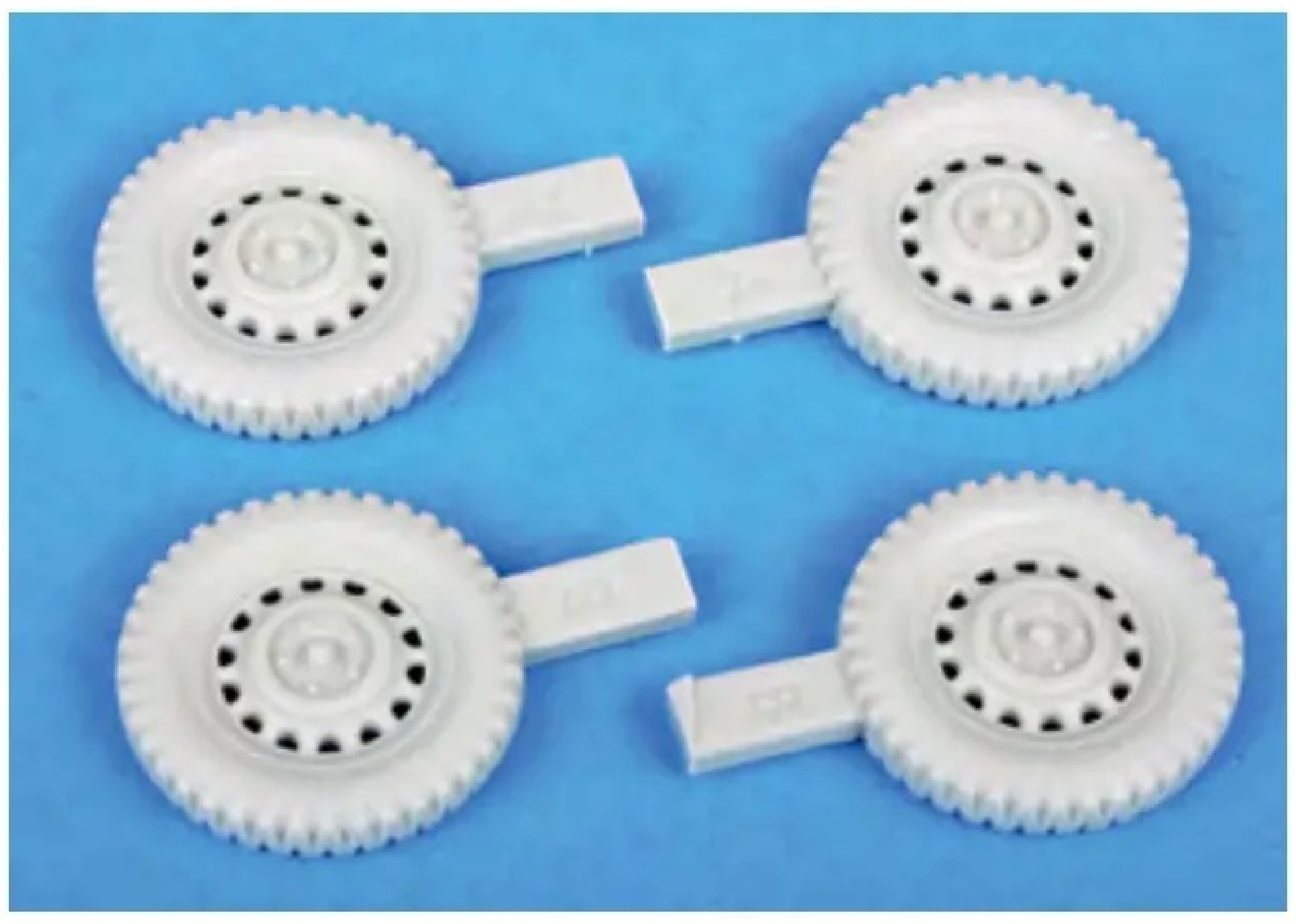
By: Lifecolor **Scale:** N/A
Item no: CF01 **Price:** £13.60
Web: www.airbrushes.com

Any modeller considering builds of USAAF types, such as the P-47 Thunderbolt and P-51 Mustang, can make use of this acrylic paint set. It also helps those unfamiliar with the intricacies of World War Two aircraft interior colours, and research is key for whichever type you choose to replicate. Here, Lifecolor does most of th ework for you, by providing four 22ml pots, with the required tones; these comprise UA 593 FS 34151 Interior Green, UA 594 FS 34092 Dull Dark Green, UA 595 FS 33481 Zinc Chromate Yellow and UA 277 FS 24052 Bronze Green. These shades should suffice for a fair cross-section of US types and can be diluted either with water or the firm's own-brand thinner.

WW2 German Sd.Kfz.250

By: DEF Model **Scale:** 1/16
Item no: DW16006 **Price:** £24.90
Web: https://wildcatsmodels.com

Das Werk's large-scale Sd.Kfz.250 armoured half-track kit might have only recently been released, but that hasn't prevented Republic of Korea firm DEF Model from issuing its own replacement resin front wheels. Compared to the kit parts, these two-piece items feature far superior detail, whether it's the crisply rendered bolts on the hub, the finely rendered wheel rim edge, the convincing bulge at the tyre bottom, or the manufacturer's legend and tyre data on the sidewalls, while the tread is cast crisply… with no need to tackle a seam line. Separate 3D-printed axle caps, each featuring a similar level of refinement, are included, along with a set of pre-cut self-adhesive painting masks.



WW2 German Trippel SG.6

By: DEF Model **Scale:** 1/35
Item no: DW30075 **Price:** £18.90
Web: https://wildcatsmodels.com/en/

It's the turn of Das Werk's pleasing 1/35 Trippel SG.6 to get the DEF Model treatment for its wheels. There are just four in the set (so no option for a spare wheel), each being a single beautifully cast resin component. When compared with the kit items, these appear to be a slightly different style, with a shallower hub section and better-defined rim and bolt detail. Regardless, though, the tread is superb. Arguably the biggest advantage is that the tyre isn't vinyl, plus the inclusion of self-adhesive paint masks mean this task is kept simple. Other plus points are the finely replicated ribbing and legible 'CONTINENTAL' legend on the sidewalls.

He 112B-1 Upgrade

By: LF Models **Scale:** 1/48
Item no: LF3D4803 **Price:** €10
Web: www.lfmodels.com

This neat upgrade set is intended as an accompaniment for LF Models' re-issued quarter-scale Heinkel He 112 (see *Aircraft*, p.97) and comprises set of drop-in replacement parts. All are 3D-printed in clear resin, which has a smoke tint, providing exhausts, undercarriage oleo scissors, machine-gun barrels and a tailwheel strut. The detail is excellent across the entire set, from the convincing hollow nozzles (with wafer-thin, almost semi-transparent sides) on the exhausts and gun muzzles to the rendering of the flexible gaiter on the tailwheel leg. Curiously, though, the oleo scissors appear quite thick.

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Master Clip Bundle

By: Plamo **Scale:** N/A
Item no: N/A **Price:** £44.07
Web: https://tyrellmodels.co.uk

For years, modellers have rigged their own ingenious devices for holding kit parts when painting them, but these are surely eclipsed by the magnetic base and clips manufactured by Plamo. This introductory bundle - courtesy of Tyrell Models - comprises a 172mm x 144mm magnetic base (mounted on a smoothly rotating turntable), a set of 12 stainless-steel stemmed clips and a pack of as many threaded magnetic feet, which are used to connect the rods to the base. All items are available separately if you want to add to how many you have (base £19.99, 12 x clips £19.99, 12 x magnetic feet £8.99), but this introductory bundle is exclusive to the UK's Tyrell Models.

SMB-2 Super Mystère Seat

By: Special Hobby **Scale:** 1/72
Item no: P72039 **Price:** €5.50
Web: www.specialhobby.eu

Ejection seats are often the largest features in jet aircraft cockpits, so their appearance can make a huge difference to a model. Builders seeking a more refined seat for their Special Hobby Super Mystères now have the firm's 3D-printed replacement and it's jaw-dropping in terms of detail. The harness is the standout element, with realistic folds and creases in the straps (both for the seat and parachute), plus gaps between these and the cushions, although the inclusion of cabling on the seat is equally impressive. As a bonus, there's also a replacement resin control column, which is just as detailed.

plusmodel
www.plusmodel.cz
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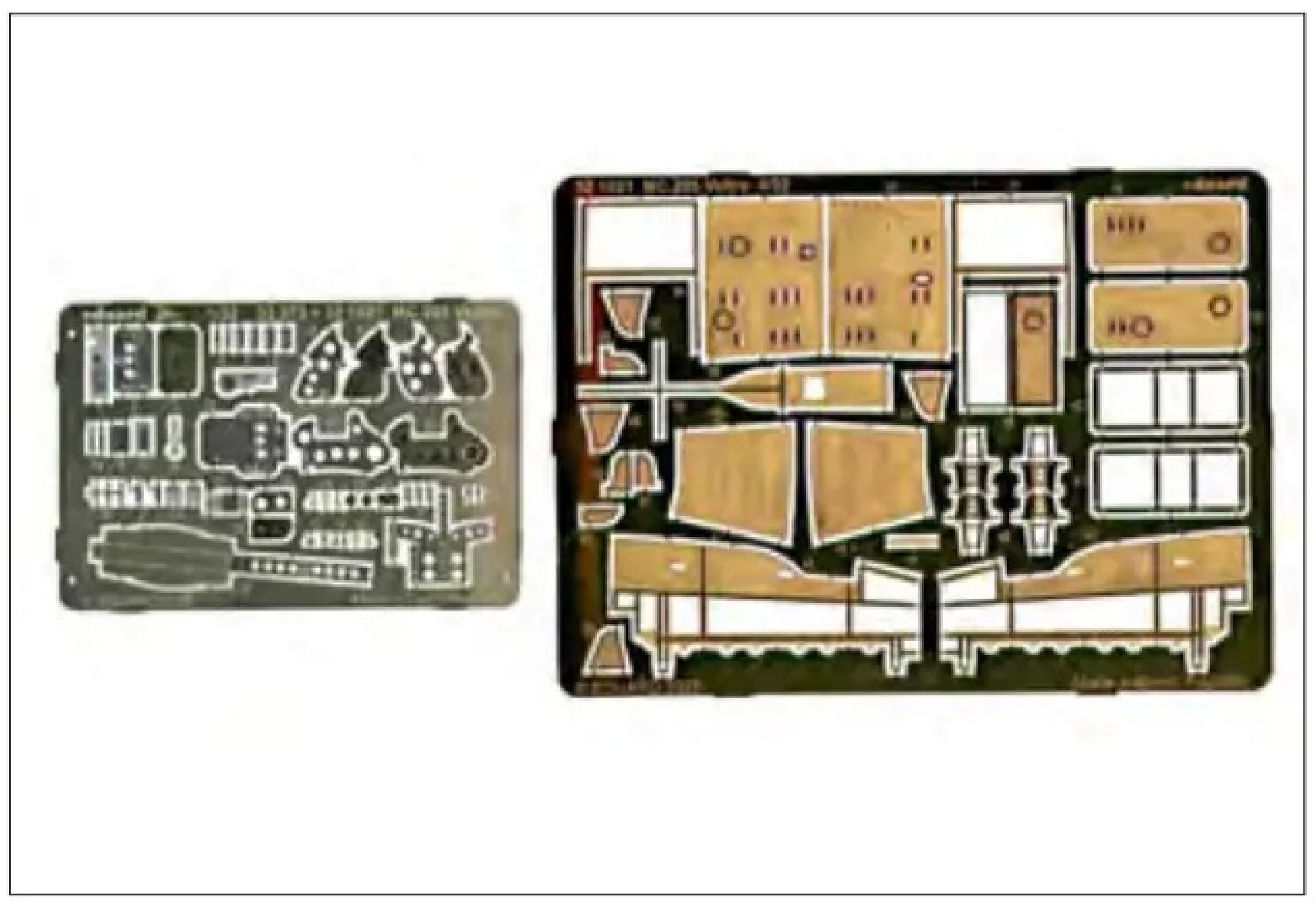
1/35
228
New generation
Machine gun Maxim
with Sokolov cradle

Machine gun Maxin with Sokolov Cradle

By: Plus Model **Scale:** 1/35
Item no: 228 **Price:** €17.04
Web: www.plusmodel.cz

Diorama builders wanting to include a Maxim machine gun in the wheeled Sokolov cradle just received a boost from Czech aftermarket firm Plus Model. It has released a set of two units – complete with ammunition belts and boxes – as part of its 'New Generation' range of 3D-printed sets. There are 26 components and the detail is excellent, from the fine fluting on the water jackets to the commendable cartridges in the ammunition belts. Two types can be built (one of each): the first is a Maxim, while the second, with water cap atop the cooling jacket, is the Russian-produced PM M1910.



MC.205 Veltro

By: Eduard **Scale:** 1/32
Item no: 321021 **Price:** £13.71
Web: www.eduard.com

Designed for Italeri's new MC.205 Veltro, this upgrade set provides a relatively large plain photo-etched brass fret, which carries embellishment for the nose-gun tray, lining detail for the inner faces of the gun bay/engine covers and main undercarriage bays, plus main undercarriage leg torque links. A separate, smaller, plain and pre-coloured fret offers layered instrument panels, cockpit dials, a signal/identification flare rack, console levers, switch panels and even a knurled valve for the oxygen bottle. While individual elements are praiseworthy in their own right, when taken together the result will be a major improvement on the kit offerings.

WWII AXIS AIRCRAFT INTERIOR COLORS
LIFECOLOR
UA 5020
UA 525
UA 504
UA 5019

WWII Axis Aircraft Interior Colors

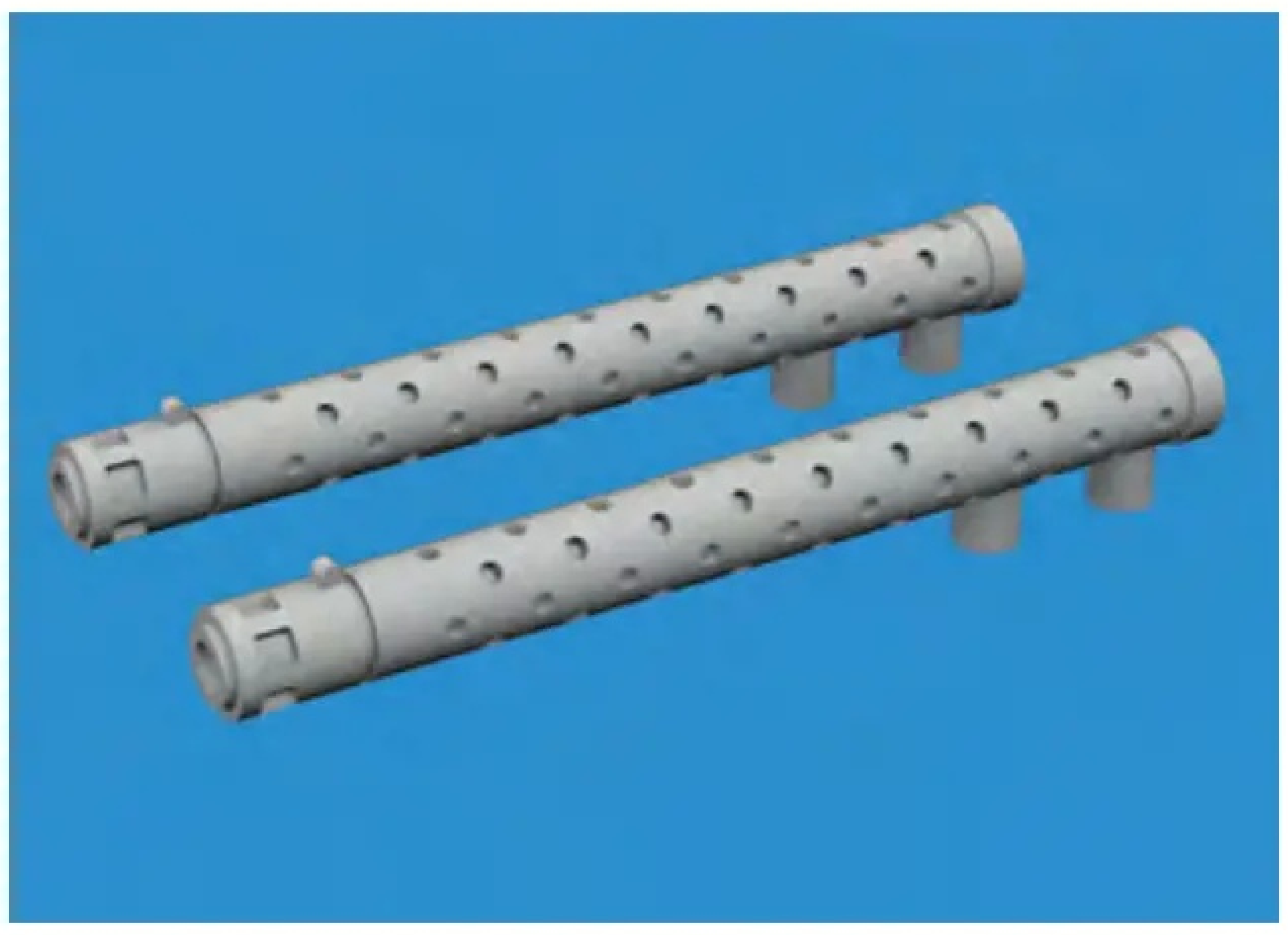
By: LifeColor **Scale:** N/A
Item no: CF02 **Price:** £13.60
Web: https://airbrushes.com

This is Lifecolor's stab at the main Luftwaffe and Italian regia Aeronautica cockpit tones – all colours appear to be bespoke offerings, rather than just the relabelling of generic shades, which augurs well for their accuracy – via UA 525 Grigio Azzurro Chiaro 1, UA 5019 FS 34558 Verde Anticorrosione, UA 504 RLM 02 Grau and UA 5020 RLM 66 Schwarzgrau. These will suffice for the majority of Luftwaffe airframes – regardless of manufacturer – plus aircraft from FIAT, Reggiane and Macchi. Reference is important, however, as there were other colours employed. This set comprises four 22ml screw-top bottles.

Me 109F/G Exhausts and Hydraulic Cylinder for Undercarriage

By: ASK Distribution **Scale:** 1/72
Item no: A72014 **Price:** €2.78
Web: www.artscale.eu

Here's a quick upgrade for the Eduard Messerschmitt Bf 109F/G kits, in the form of replacement 3D-printed resin exhausts, plus a pair of hydraulic actuators for the undercarriage legs. The former feature superbly fine hollow nozzles (the sides are semi-transparent), and are designed to be drop-in replacements for the kit parts. There are four hydraulic actuators provided (two are spares) and from available information, these are attached to the top of the 'tunnel' sections of parts K6 and K7, being visible through the latter's inspection holes, with the rod section towards the undercarriage leg.



Bulldog Gun Barrels

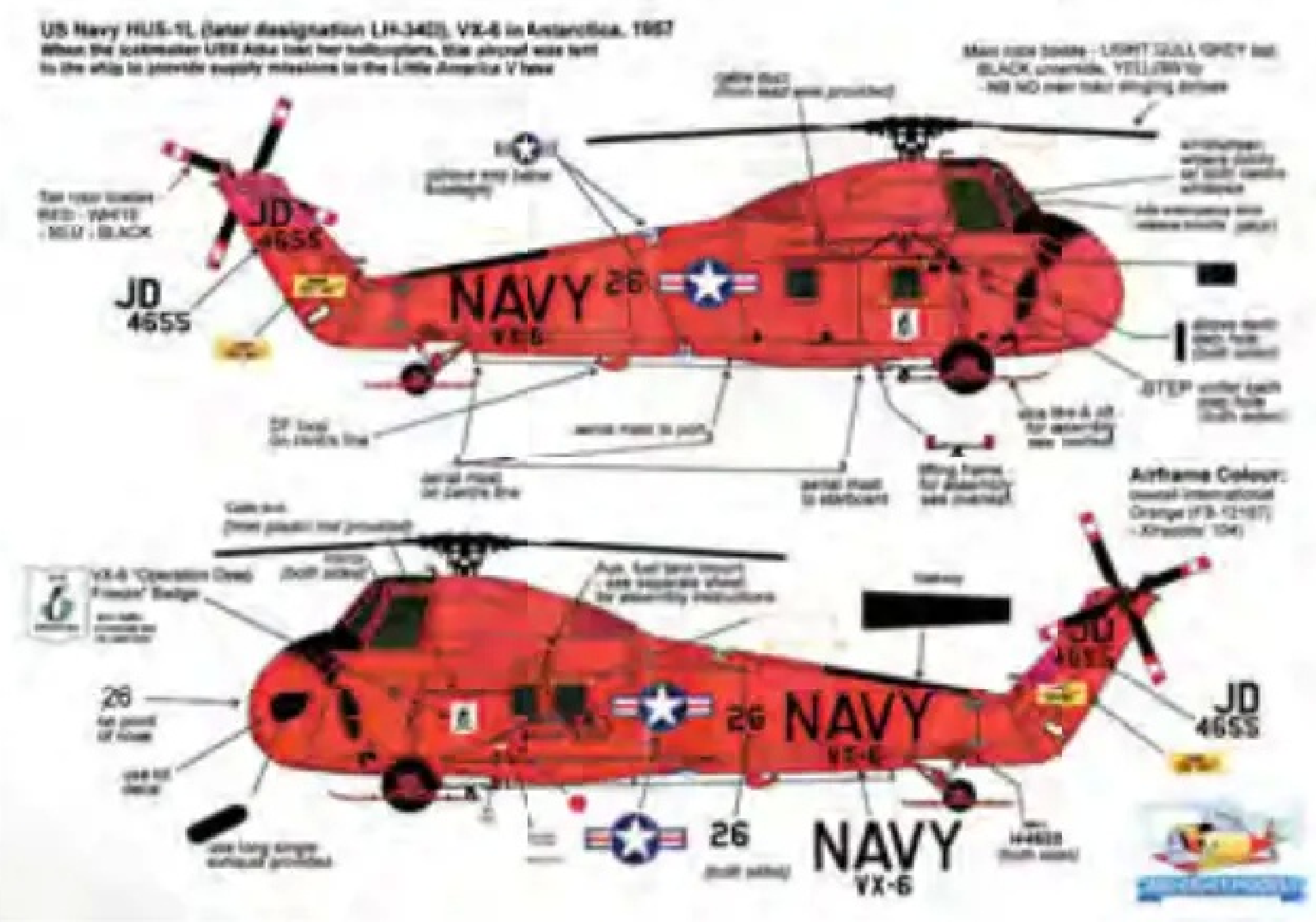
By: Eduard **Scale:** 1/48
Item no: 6481044 **Price:** £2.11
Web: www.eduard.com

Modellers wanting a quick and easy upgrade for their Airfix 1/48 Bulldogs would do well to consider this 3D-printed resin set of gun barrels. They are direct replacements for the kit parts, but feature much finer detail, from the hollow muzzles to the more crisply defined perforations in the barrels' cooling jackets and the representation of the muzzle baffles. Arguably the most difficult task will be removing the barrels from their printing plinths – which attach to the underside of each part – as they'll otherwise clip neatly into place on the model. Note they will require superglue to secure them, but will make for a small, yet significant improvement to a model.

US Navy Wheel Chocks

By: Special Hobby **Scale:** 1/48
Item no: P48012 **Price:** €5.70
Web: www.specialhobby.eu

Whether you're just building a modern US Navy aircraft model or placing it within a larger carrier-deck scene, these 3D-printed resin wheel chocks will be a welcome addition. Used temporarily to prevent an aircraft moving (they are removed once the aircraft is secured via deck-fitted tie-down chains), their simple structure has been captured accurately; one half has an integral adjustment bar, while the second has a corresponding slot. This means the chocks can be used for any aviation type, regardless of wheel size, just as on the real items. Basic painting guidance is provided, but note these are often seen with extensive wear on the surfaces.


US Navy HUS-1L (later designation LH-34D), VX-6 in Antarctica, 1957
JD 4655
NAVY
26
VX-6
Airframe Colour:

HUS-1L/LH-34D Conversion Set

By: Air-Craft Models **Scale:** 1/72
Item no: ACA72115 **Price:** £20
Web: www.air-craftmodels.com

Air-Craft's HUS-1L/LH-34D conversion set is designed to fit Italeri's 1/72 UH-34 kits, and transforms the basic airframe into one of two US Navy airframes operated by VX-6 'Puckered Penguins' in Antarctica. It shares the resin components and basic photo-etched (PE) brass fret as the Coast Guard set (see p.98), but adds a larger PE frame, which offers skis and their associated support frames, grille blanking plates, cabin step supports and a new cabin door with inner quilting panel. Also present is a selection of wire and styrene strip for scratch-building purposes, plus an H-34 Auxiliary Fuel tank package and the necessary decals to recreate this colourful helicopter type.

CR.42

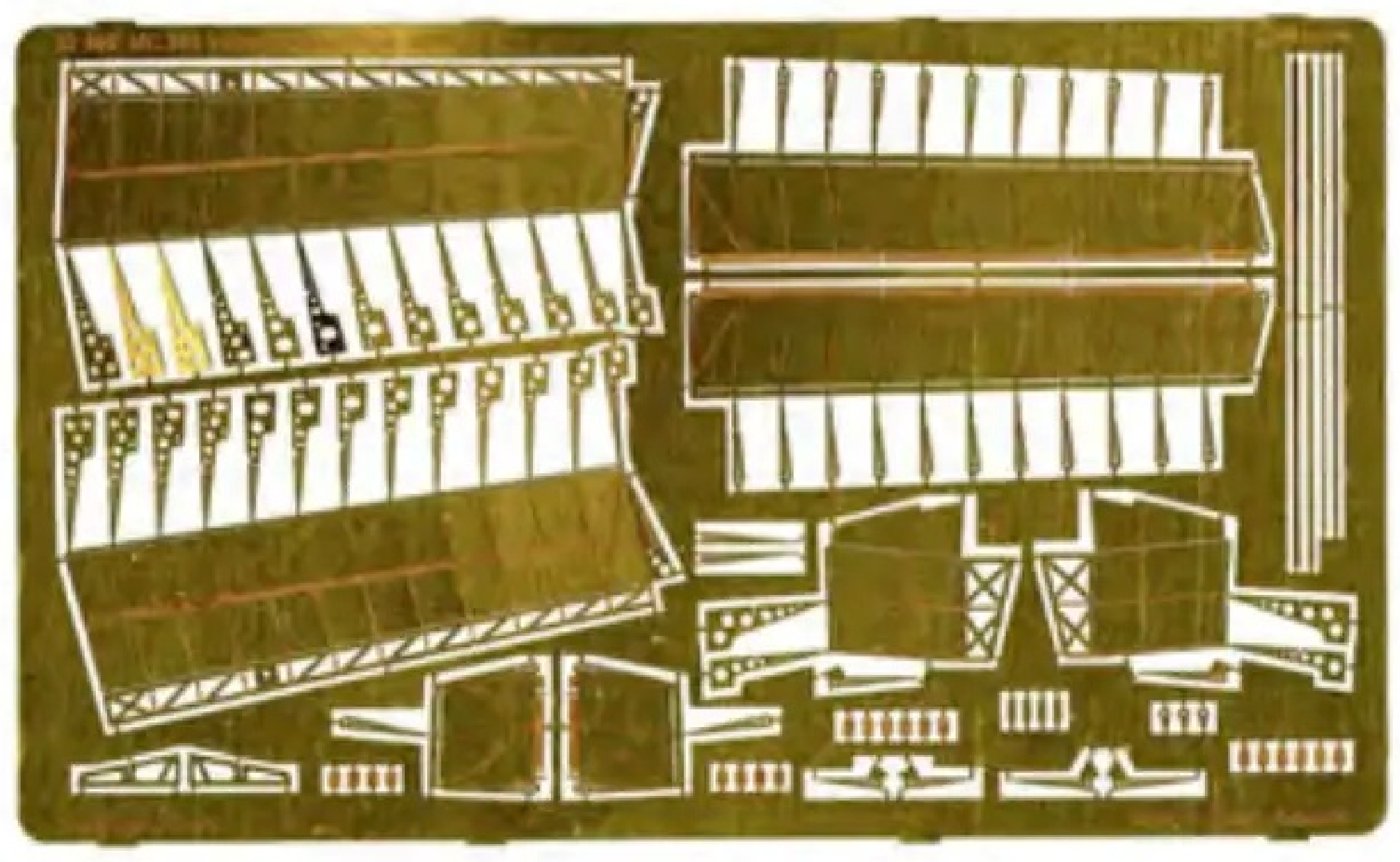
By: Eduard **Scale:** 1/32
Item no: 32979 **Price:** £13.89
Web: www.eduard.com

ICM's 1/32 CR.42 has received an Eduard makeover with this two-fret set of photo-etched (PE) metal enhancements. A pre-coloured frame supplies multiple elements for the cockpit, from a replacement throttle console, instrument panel and side console – most of which includes laminated parts for a 3D appearance – to handles and rudder pedal straps. Both internal and external detail is supplied on the plain fret, with items such as floor panels, interior framework and a signal flare rack for the cockpit, plus engine wiring looms, oleo scissor-links, bomb fins, control surface actuators and airframe inspection/refuelling ports.

Lancaster

By: Yahu Models **Scale:** 1/32
Item no: YMA3268 **Price:** £14.99
Web: www.yahumodels.com

Yahu has turned its attention to the Hong Kong Models 1/32 Lancaster (suitable for either the full kit or forward fuselage) with a comprehensive upgrade set. While the instrument panel is as expected, with a pre-assembled laminated structure and legible dials plus replacement compass, additions to this set comprise a replacement 'face' for the engineer's panel, including a clear acetate sheet for the dials plus knurled handles for the fuel controls. The final element is a series of replacement parts for the radio, including the frequency dial, tuning knobs and power/gain gauges. Note, moulded detail must be removed before these components are added.



MC.205 Veltro landing flaps

By: Eduard **Scale:** 1/32
Item no: 32492 **Price:** £17/76
Web: www.eduard.com

Modellers with plenty of photo-etched metal (PE) bending/folding experience can have a field day with this full flap set, which is matched to fit Italeri's recent MC.205 Veltro kit. To employ it properly you'll need to reduce the thickness of the wing inner face surfaces in the flap areas and remove a tiny portion of the wing root and the trailing-edge tabs. Clear direction is given for these modifications in Eduard's instructions. After that, a wealth of PE 'fun' lies in store to create the flaps themselves, but you'll struggle without the appropriate bending and folding tools (realistically, those used to PE will have these in their armoury).

Danish Utility Vehicles Mowag Eagle IV S

By: DEF Model **Scale:** 1/35
Item no: DW35178 **Price:** £19
Web: https://wildcatsmodels.com/en/

Whether you have the basic Vespid Mowag Eagle kit or the Das Werk reboxing, these resin wheels will make for a pleasing upgrade to the final model's appearance. As is usual from DEF Model, each wheel comes as a single component, with a casting stub at the 'bottom', which corresponds with a subtly bulged section to emulate a weighted tyre. Further neat touches include the beautifully reproduced bolt heads, crisply cast sidewall features - which inlucde manufacturer's branding and tyre data - plus and superb tread. The inclusion of a pre-cut and self-adhesive hub mask set eases painting considerably.

ASTIR
BRL72193

ASTIR CS-77 Glider

By: Brengun **Scale:** 1/72
Item no: BRL72193 **Price:** €10.50
Web: www.brengun.cz

While KP's Astir CS-77 glider is a decent replica straight form the box, the detail is rather basic, most notably in the cockpit. Thankfully, Brengun's resin and photo-etched (PE) metal update set addresses this shortfall. There's a complete new resin floor/seat combo (with a PE harness for the latter), instrument panel and coaming, separate control column plus control levers for the side consoles. Externally, Brengun provides two-piece PE wing spoilers (missing in the kit and which will require a recess to be cut in the wing's surface), plus replacement mainwheel and tailwheel; the former also receives PE doors.

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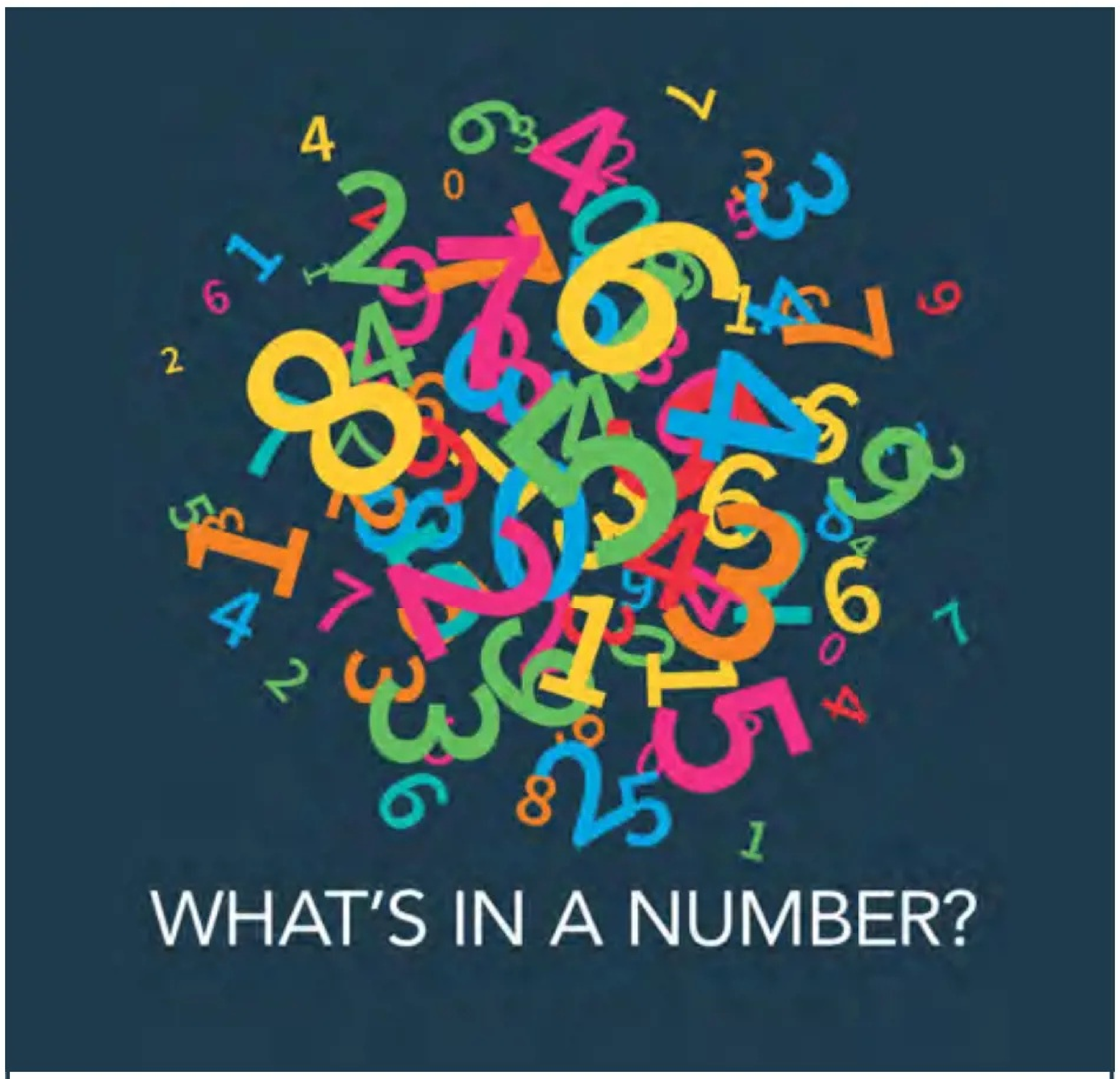

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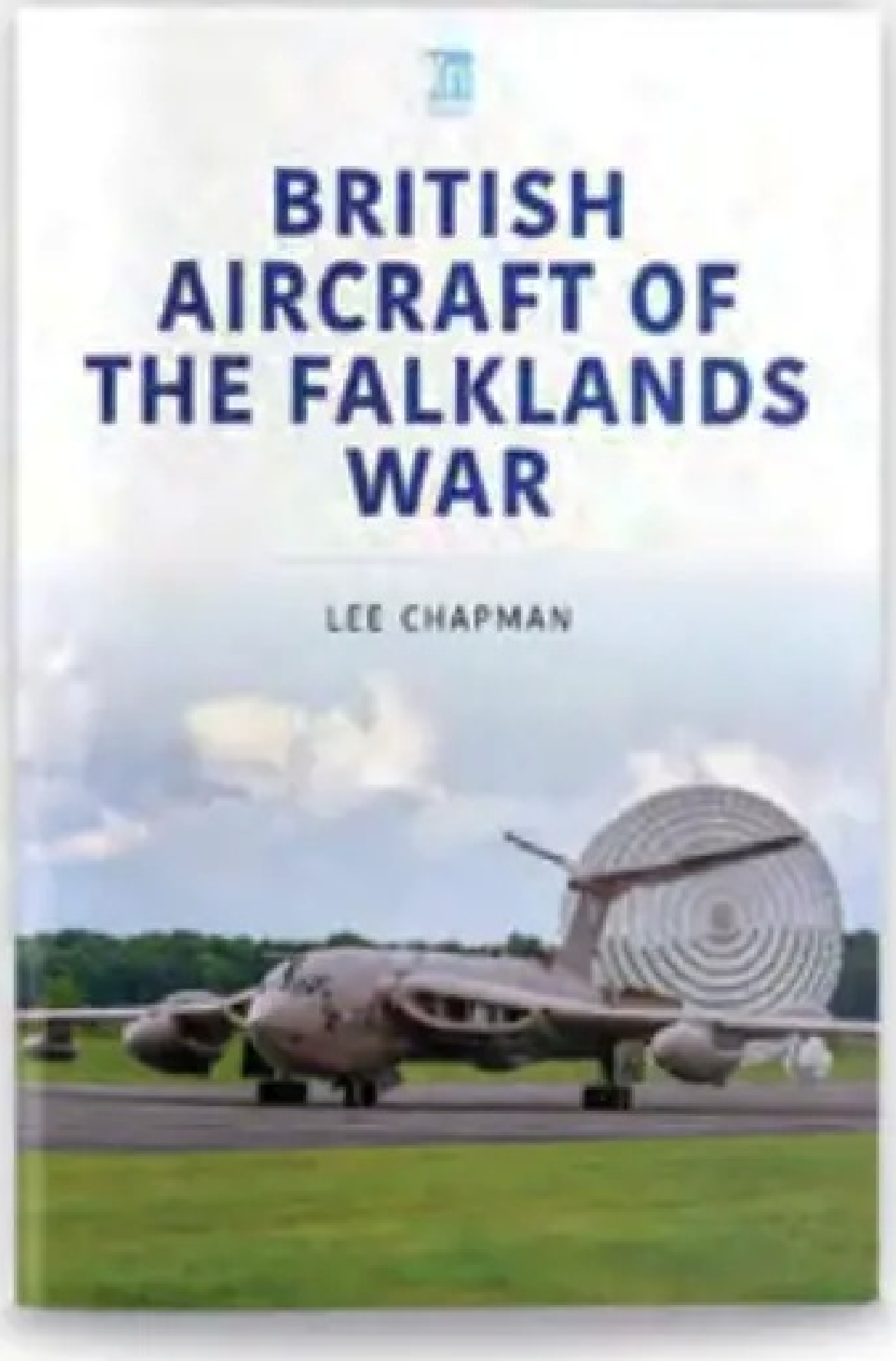

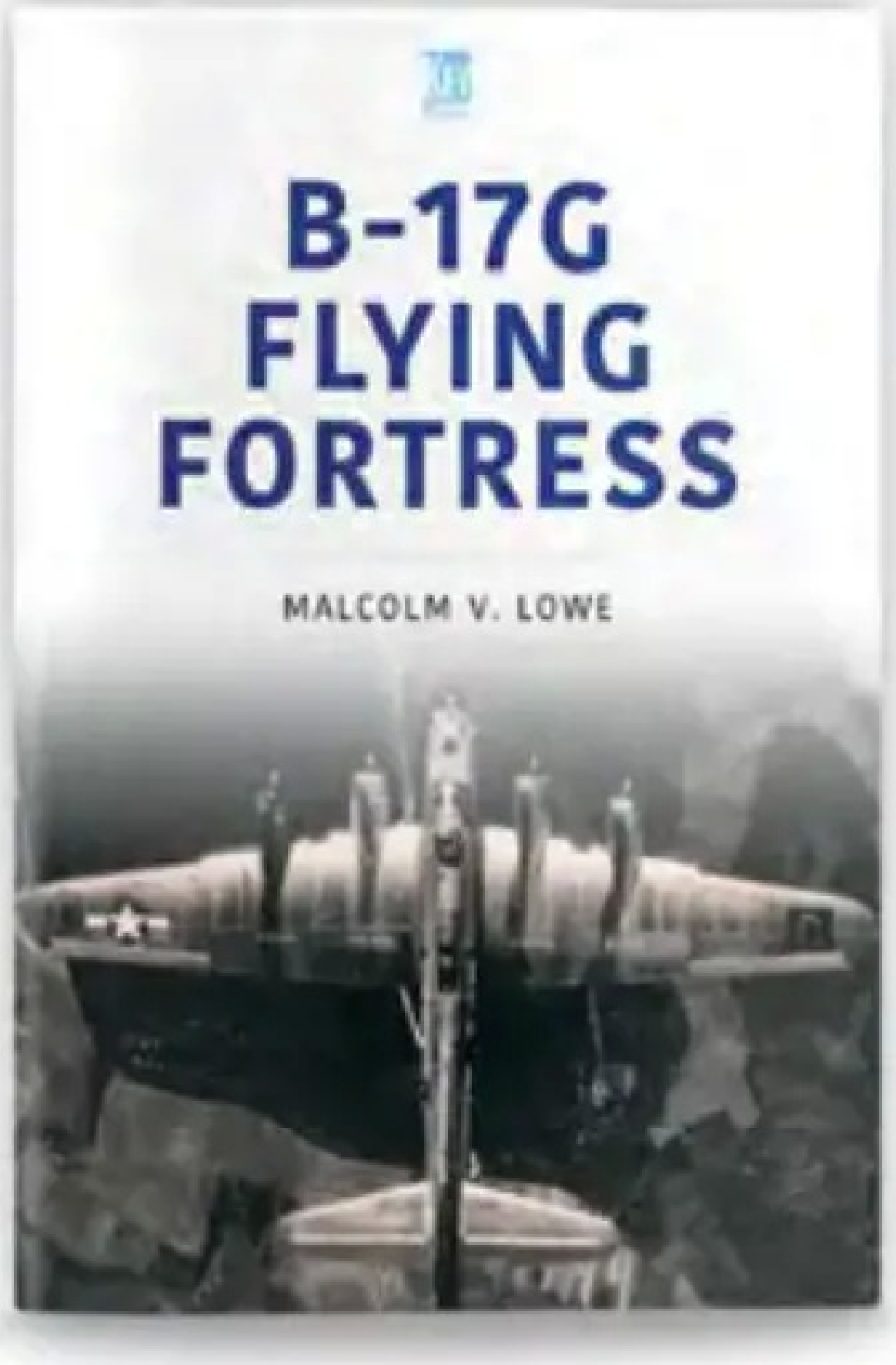

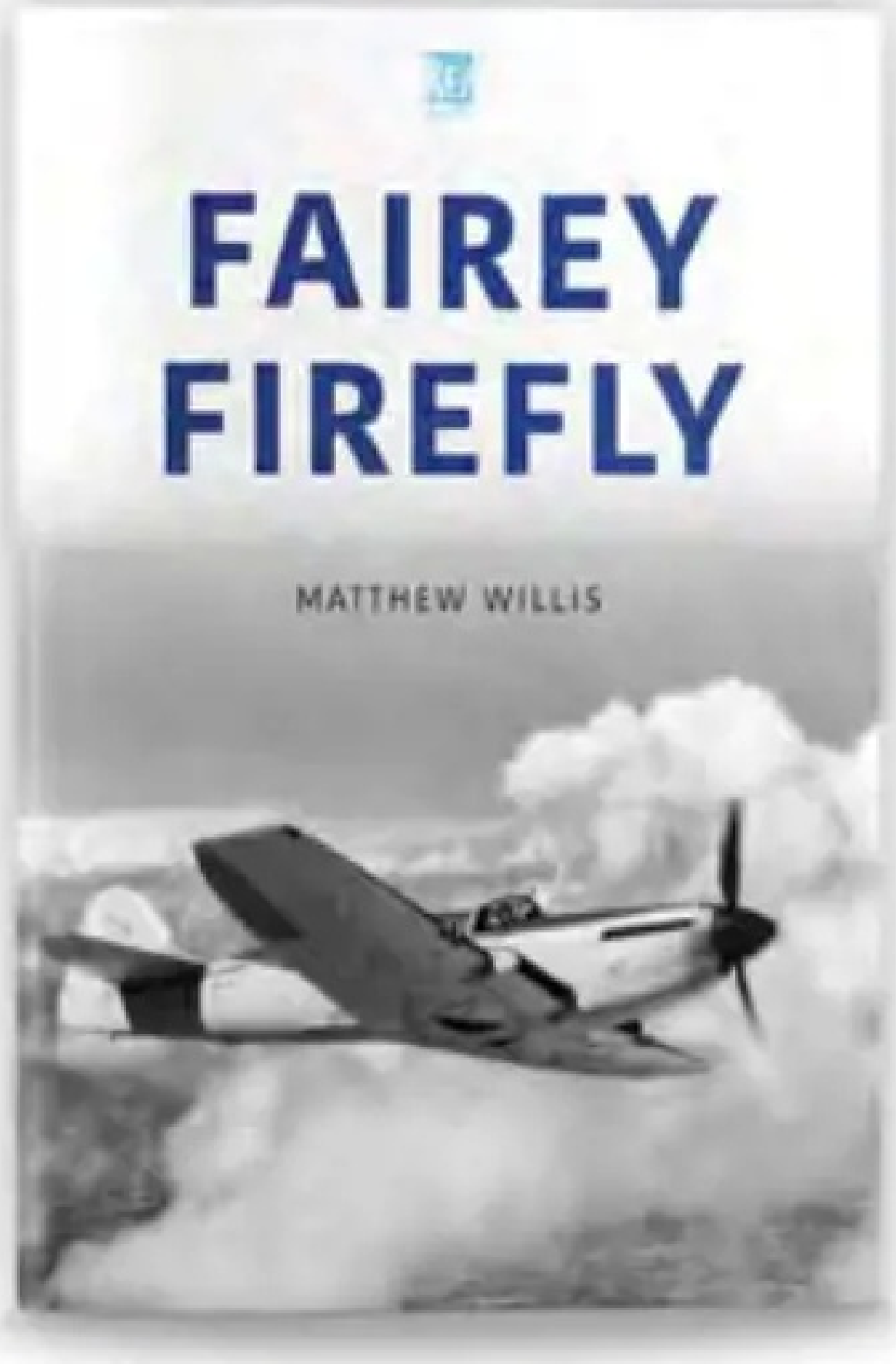

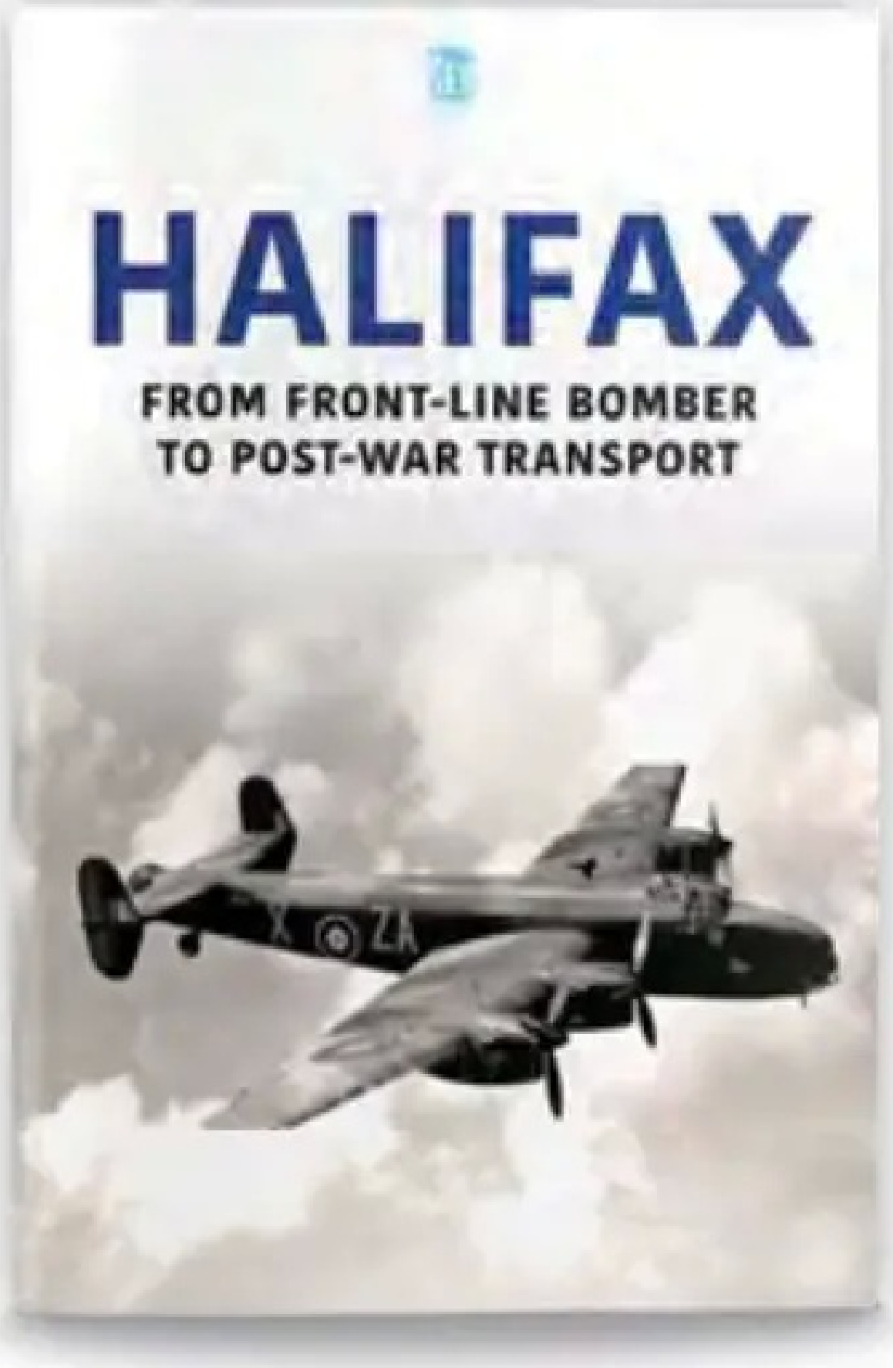

We look forward to hearing from you!

SHOW GUIDE

At-a-glance model show calendar

KEY

- 👁 Model Display
- 🏵 Model Competition
- 🏷 Trade Stands
- ✈ Aircraft Display
- 🪖 Military Display
- 🚗 Automotive Display
- ☕ Refreshments
- 🅿 Free Parking
- 🖌 Make 'N' Paint

IPMS Chiltern 2025 Show

Date: September 7
Hosts: IPMS Chiltern
Address: The Weatherley Centre,
Eagle Farm Road,
Biggleswade, Beds
SG18 8JH
Times: 10am-4pm
Prices: Adults £5, senior citizens £4, under 16s £1
Email: theblueleader@hotmail.co.uk
Web: Chiltern Scale Model Club (Facebook)

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July

26-27 Fen Model Show 2025

Hosts: FMS Team
Address: The Maltings, Ship Lane, Ely,
Cambs CB7 4BB
Times: Sat 10am-5pm
Sun 10am-5pm
Prices: £15 for both days (advance £12), accompanied under 16s free
Email: N/A
Web: https://fenmodelshow.co.uk

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27 BDAC Model Show

Hosts: Boscombe Down Aviation Collection
Address: BDAC, Hangar 1 South, Old Sarum Airfield, Salisbury,
Wilts SP4 6DZ
Times: 10am-4pm
Prices: Adults £11.50, under 5s free
Email: dgberryman@gmail.com
Web: www.boscombedownaviationcollection.co.uk

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August 2025

2 Dundee Model Show

Hosts: IPMS Dundee
Address: Boomerang Community Centre, 10 Kemback Street,
Dundee DD4 6ET
Times: 10am-4pm
Prices: Adults £5, under 16s free
Email: gmelton01uk@yahoo.co.uk
Web: https://ipmsdundee.com

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16 Blue Lamp Model Expo 2025

Hosts: West Midlands Police Scale Model Club
Address: Woodrush High School,
Shawhurst Lane,
Birmingham B47 5JW
Times: 10am-4pm
Prices: Adults £5, under 16s free
Email: bluelampmc@gmail.com
Web: https://westmidspoliceclub.com/category/sports/scale-model-club

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17 RAF Kenley Aerojumble

Hosts: Dave Sutton
Address: Portcullis RAFA Club,
Kenley Aerodrome,
Victor Beamish Avenue,
Caterham,
Surrey CR3 5LT
Times: 10am-2pm
Prices: £3
Email: acebellaviation@aol.com
Web: www.aviationantiques.co.uk

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31 Stoke-on-Trent Model Show 2025

Hosts: Stoke-on-Trent Model Club (IPMS)
Address: The Prestwood Centre,
Stafford County Showground,
Weston Road, Staffs ST18 0BD
Times: 10am-4pm
Prices: Adults £5
Email: ipmsstokemodelclub@gmail.com
Web: SOT Model Club (IPMS) (Facebook)

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September 2025

6 Medway Model Show 2025

Hosts: Medway Modelling Club
Address: The Royal Engineers Museum,
Prince Arthur Road,
Gillingham, Kent ME7 1UR
Times: 10am-5pm (last entry 4pm)
Prices: Adults £17.50, Children (aged 5-16) £8, Concessions £15
Email: N/A
Web: Medway Model Group (Facebook)

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6 West Cornwall Model Show 2025

Hosts: IPMS West Cornwall
Address: The Wesley Centre,
Chapel Street, Camborne
TR14 8EG
Times: 10am-4pm
Prices: Adults £5, children £2, family £10
Email: ipmswestcornwall@gmail.com
Web: IPMS West Cornwall (Facebook)

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13-14 South West Model Show: Autumn 2025

Hosts: The Tank Museum
Address: The Tank Museum,
Bovington, Dorset BH20 6JG
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £19, Children £10.50, Under 5s free
Email: info@tankmuseum.org
Web: https://tankmuseum.org

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13-14 Modelfest

Hosts: Wight Aviation Museum
Address: Wight Aviation Museum,
Sandown Airport,
Scotchells Brook Lane,
Sandown,
Isle of Wight
PO36 0JP
Times: 10am - 4pm
Prices: Free
Email: shirley@shirleywinn.com
Web: https://wightaviationmuseum.org.uk/modelfest

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21 IPMS Keighley 'Edition V - 2025'

Hosts: IPMS Keighley Plastic Model Club
Address: Carlton Academy Keighley,
Greenhead Road,
Keighley, West Yorks
BD20 6EB
Times: 10am-4pm
Prices: Adults £2
Email: keighleyplasticmodelclub@gmail.com
Web: Keighley Plastic Model Show (Facebook)

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21 Wings & Things 2025

Hosts: IPMS Fenland and Spalding
Address: University Academy,
Park Road, Holbeach,
Spalding
PE12 7PU
Times: 10am-4pm
Prices: Adults £2, under 16s £1
Email: ipms.fenlandandspalding@gmail.com
Web: https://fenlandandspalding.wixsite.com/ipms/wings-things-2017

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Please note, all events are subject to change and cancellation. These listings are collated from various sources and are believed to be correct at the time of going to press – check with organisers prior to attendance. If you're planning a model show, please email details in the format shown to: **stuart.fone@keypublishing.com** Further information is available at: **www.KeyModelWorld.com**

NEXT MONTH

The next issue of *AMW* goes on sale in the UK on **August 7, 2025**

Semovente M43
1:35 scalascale da 105/25 Bassotto
ITALERI

No 6751 model kit *modèle réduit*

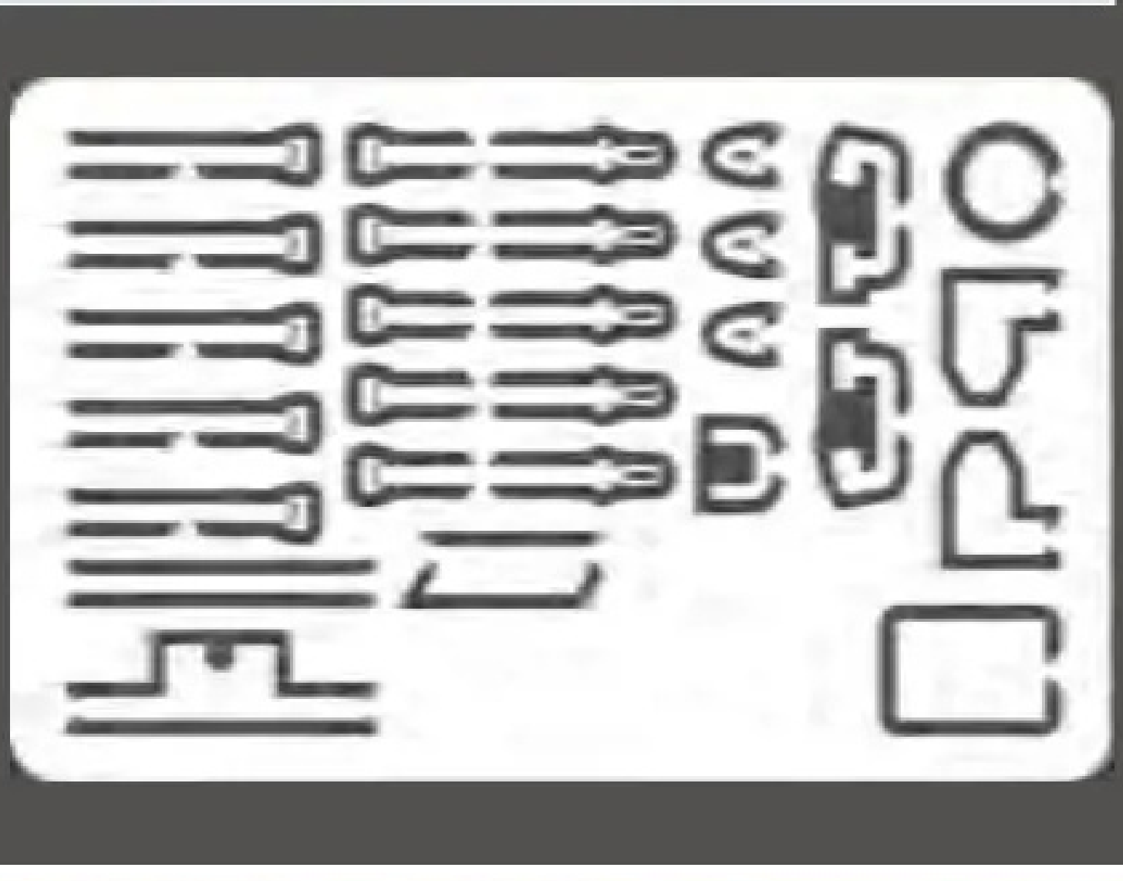
Model kit features

New casemate
and new engine hood
New lower and upper hull
New wheels

Metal gun barrel
Link and length tracks
Photo-etched parts

NEW MOULDS

Decals sheet for 4 versions



New late
model track links

Metal gun
barrel

WAR THUNDER

War Thunder's iconic vehicles come alive from your hands

Assemble and customize military vehicles and aircraft from the most complete online free-to play combat-game ever

Special Bonus inside

ITALERI

35105
F 16C Fighting Falcon **1:48**

35106
2A4 Leopard **1:35**

35107
Tornado GR.1/IDS **1:48**

35108
M1A1 Abrams **1:35**

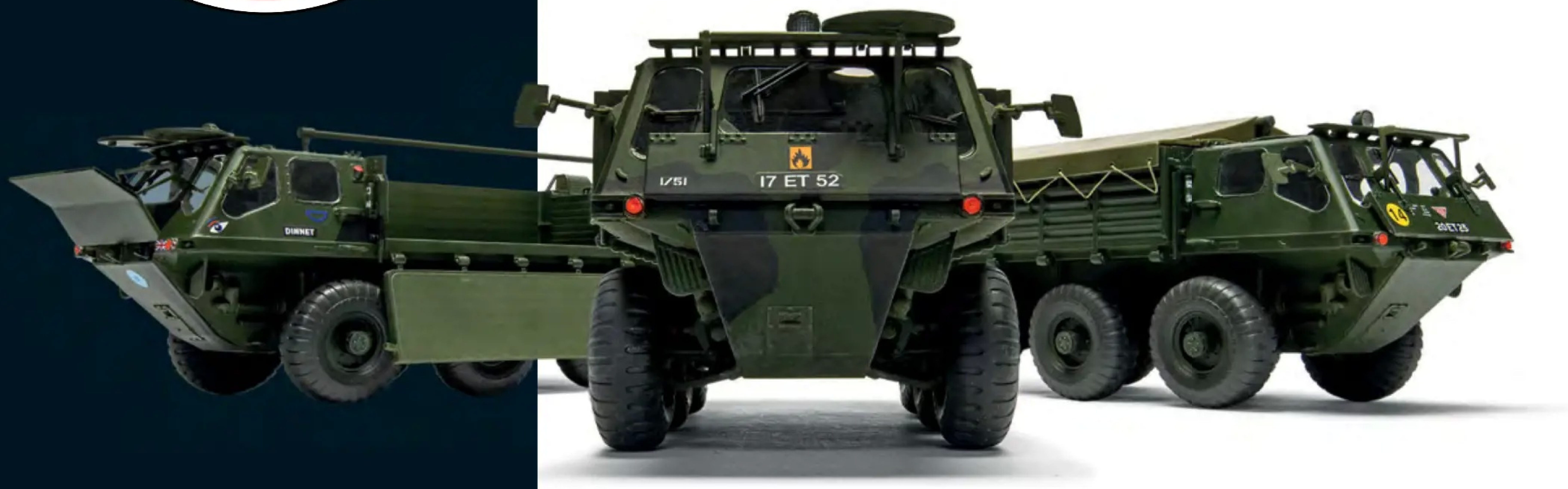
Ask your local distributor or contact: Italeri S.p.A.- via Pradazzo, 6/b 40012 - Calderara di Reno - Bologna - Italy - **www.italeri.com**

NEW MOULD

1:35

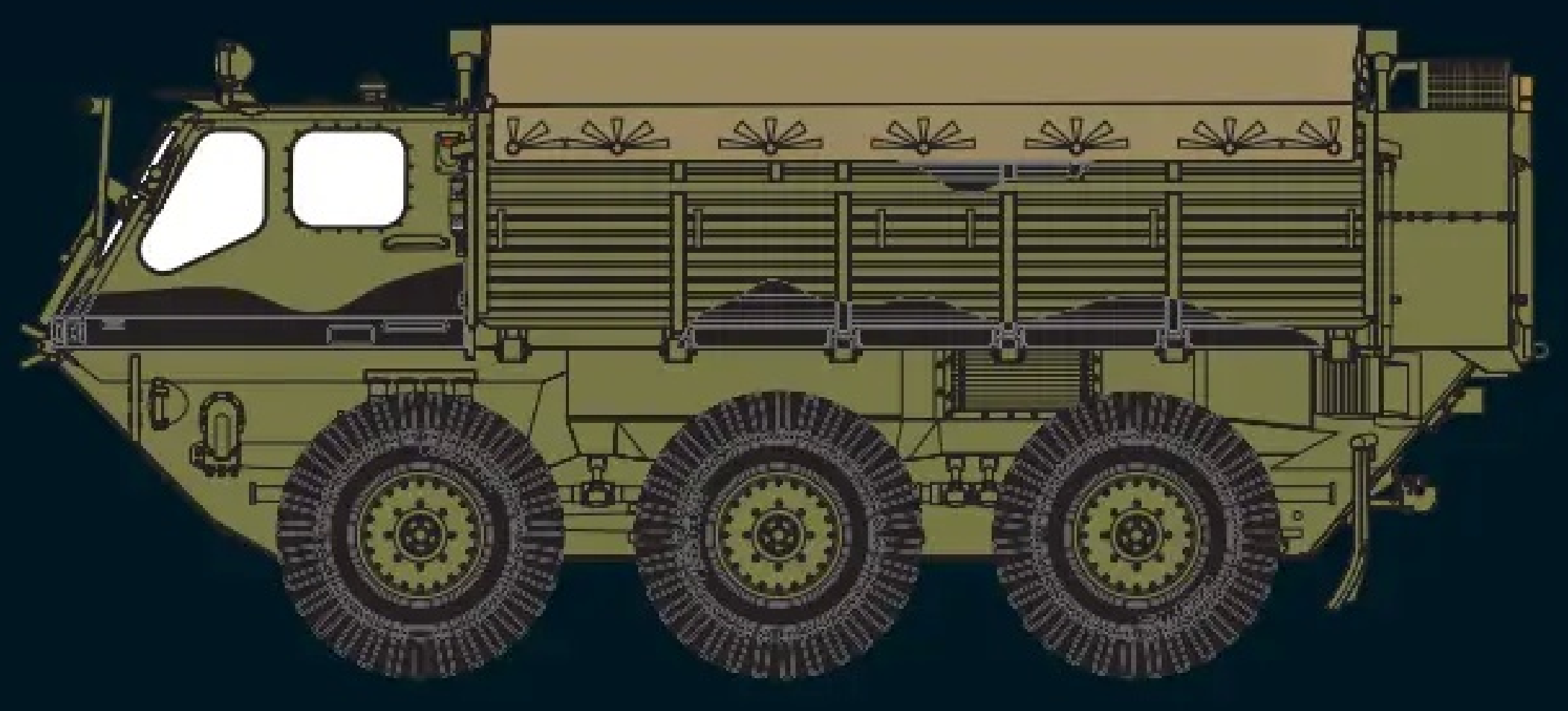
Alvis FV622 Stalwart Mk.2

A1381

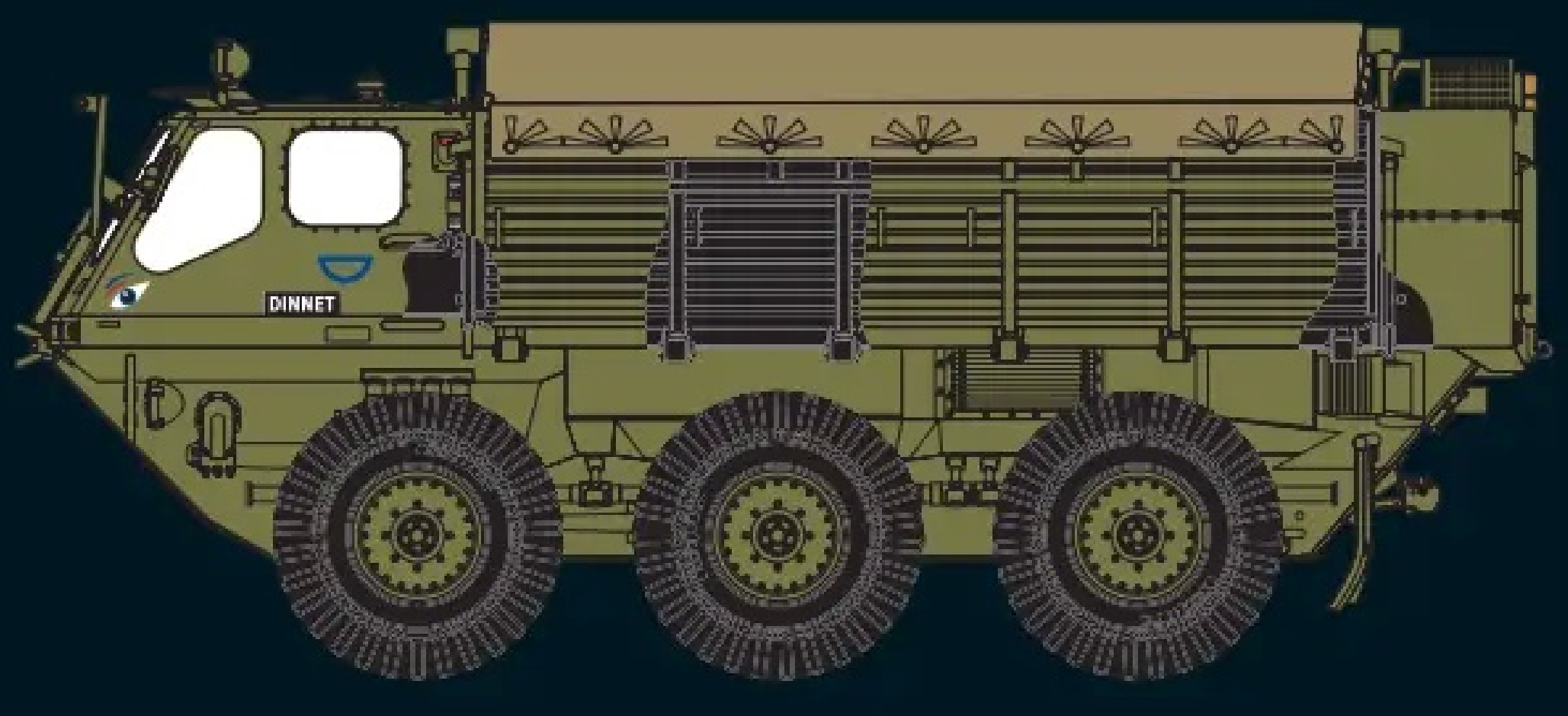


A true amphibian, the Stalwart boasted watertight seals to protect all vital components, enabling it to deliver its vital cargo across bodies of water not served by bridges or temporary crossings, climbing out of the water on the other side if the ground was shallow or compact enough to support its weight.

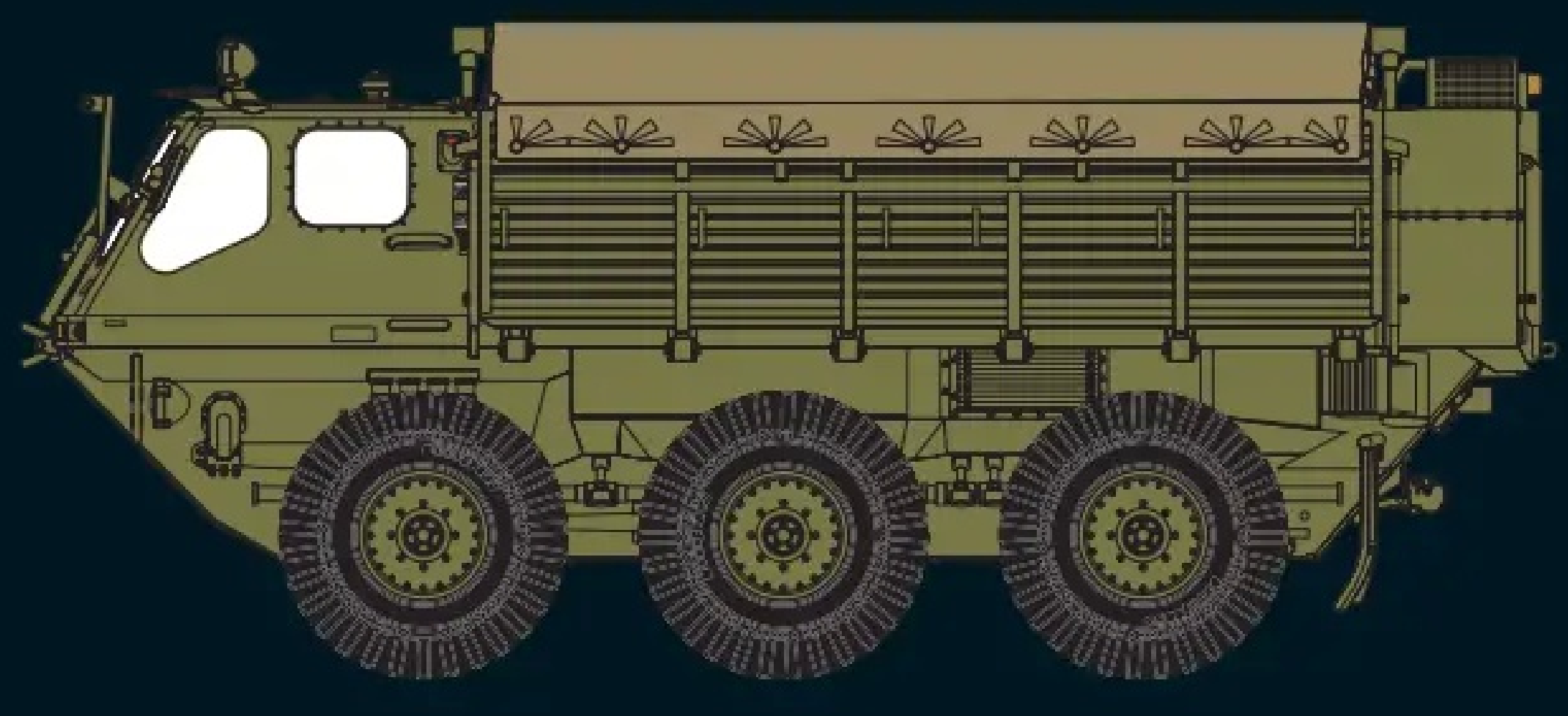
- Complex suspension system faithfully reproduced.
- Detailed cab interior.
- Cab roof hatches and water deflector board can be built open or closed.
- Optional parts for radio and exhaust pipe.



ALVIS FV622 STALWART MK.2
British Army of the Rhine, Exercise Spearpoint
Crusader, West Germany, 1980.



ALVIS FV622 STALWART MK.2
D Squadron, 4th Royal Tank Regiment, British
Army of the Rhine, West Germany, 1981.



ALVIS FV622 STALWART MK.2
Royal Army Ordance Corps, Lugershall Vehicle
Depot, England, 1969.

Length 184mm Width 90mm Pieces 211

Airfix.com
and all good retail stockists

The excitement is building

HORNBY HOBBIES
Official Product